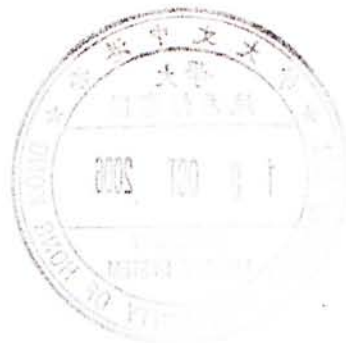


ARCHITECTURE DEPARTMENT

MASTER OF ARCHITECTURE PROGRAMME



CHINESE UNIVERSITY OF HONG KONG

2005-2006

DESIGN REPORT

BIGNESS IN THE CITY

WAI Siu Fan Johnson

May 2006



BIGNESS

in the city

Research and Design Report
Academic Year 2005-2006

Conducted by
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2005-2006

Thesis Statement

The existence of Bigness, particularly shopping and recreational complex, exemplifies the rapid transformation of Hong Kong and Chinese cities. In response to this in-escapable phenomenon, the thesis attempts to explore and re-invent the capability and possibility of the use of Bigness in the urban transformation and redevelopment in terms of not only programmatic but also formal and spatial strategies.

Shopping and recreational complex is taken as my point of departure to further explore in the design experimentation. Yau Tong Bay, a dilapidated and homogenous area, is chosen as a testing ground for experimentation.

A	Background and Research Methodology		
A-1	Background		
A-2	Intention and Research Methodology		
B	Theoretical Research		
B-1	Defining Bigness		
B-1-1	Mapping Buildings of Extreme Scale Difference and Programmatic Combination		
B-1-2	Examples of Bigness		
B-2	Quotations and Understanding		
B-2-1	Rem Koolhaas's definition of Bigness		
B-2-2	Properties of Bigness		
B-2-3	Functions of Bigness in the City		
B-2-4	Roles of Bigness in the City		
B-3	Other Related Views on Bigness		
B-3-1	MVRDV, <i>FARMAX: excursions on density</i>		
B-3-2	Charles Jencks, <i>The Architectural Review</i> , Aug. 2002		
B-3-3	Alan Colquhoun, <i>The Superblocks</i>		
B-4	Evolution of Bigness		
C	Field Research and Case Studies		
C-1	Langham Place: Bigness as Urban-Regenerator		
C-1-1	Location Map and Aerial Photos		
C-1-2	Visual Survey		
C-1-3	Programmatic Comparison		
C-1-4	Occupancy Comparison		
C-1-5	Urban Section (with Program)		
C-1-6	Urban Section (24 Hours Activities Zone)		
C-1-7	Urban Section (Occupancy Density)		
C-1-8	Movement in Bigness vs. Movement in City		
C-2	Shatin New Town Plaza: Bigness as Urban-Unifier		
C-2-1	Aerial Photos		
C-2-2	Shatin Development Sequence		
C-2-3	Shatin Town Center Development Sequence		
C-2-4	The Linked City Center		
C-2-5	Spatial Arrangement : The Axis		
C-2-6	Spatial Arrangement : The Nodes		
C-2-7	Spatial Arrangement : The Layers		
C-3	Casino in Las Vegas: Bigness as Urban-Generator		
C-3-1	Impact of Bigness on Las Vegas Urban Development		
C-3-2	Impact of Bigness on Las Vegas Down Town		
D	Research Summary		
D-1	Research Summary		
D-2	Refinement of Design Thesis Statement		
E	Site Selection		
E-1	Site Options		
E-1-1	Option 01 - Shenzhen		
E-1-2	Option 02 - Yau Tong Bay, Hong Kong		
E-2	Confirmed site for further design experimentation		
F	Site Research		
F-1	Site Survey and Analysis		
F-1-1	Regional Context		
F-1-1-1	Regional Mapping 01		
F-1-1-2	Regional Mapping 02		
F-1-1-3	Potential Program		
F-1-1-4	Potential Events		
F-1-2	Neighbourhood Context		
F-1-2-1	Visual Survey		
F-1-2-1-1	Visual Survey (1) - Aerial		
F-1-2-1-2	Visual Survey (2) - Panorama		
F-1-2-1-3	Visual Survey (3) - Vantage Points		
F-1-2-1-4	Visual Survey (4) - View from SWH		
F-1-2-1-5	Visual Survey (5.1) - Materiality in Existing Site Condition		
	Visual Survey (5.2) - Objects in Existing Site Condition		
F-1-2-2	Mapping Existing Context		
F-1-2-2-1	Building Typology		
F-1-2-2-2	Existing Waterfront Line		
F-1-2-2-3	Transportation System		
F-1-2-2-4	Scale Comparison		
F-1-2-2-5	Programmatic Comparison		
F-1-3	District Level		
F-1-3-1	Identify Problems - Existing Condition		
F-1-3-2	Identify Problems - Govn't Proposal		
F-1-3-3	Identify Potential		

G Design Experimentation

- G-1 Intention of Experimentation
- G-2 Experimentation A
 - G-2-1 Summary, Review and Comments
- G-3 Experimentation B
 - G-3-1 Summary, review and Comments
- G-4 Experimentation C
 - G-4-1 Summary, review and Comments
- G-5 Summary of Experimentation and extension of the ideas of Bigness

H Final Design

- H-1 Design Objective and Intention
- H-2 Site Design
 - H-2-1 Design Concept
 - H-2-1-1 Urban Strategies
 - H-2-1-2 Programmatic Strategies
 - H-2-1-3 Scale Mapping
 - H-2-2 Design Development
 - H-3-1 Design Sketches
 - H-3-2 Sketch Model
 - H-2-3 Finalized Site Design
 - H-2-3-1 Site plan
 - H-2-3-2 Site Section
 - H-2-3-3 Diagrams
 - H-2-3-4 Massing and Typology of Massing
 - H-2-3-5 Visual Impressions
 - H-2-3-6 Final Model
- H-3 Selected Building Design
 - H-3-1 Building 01
 - H-3-2 Building 02
 - H-3-3 Other Building Lots and Elements

I Bibliography

J Appendix

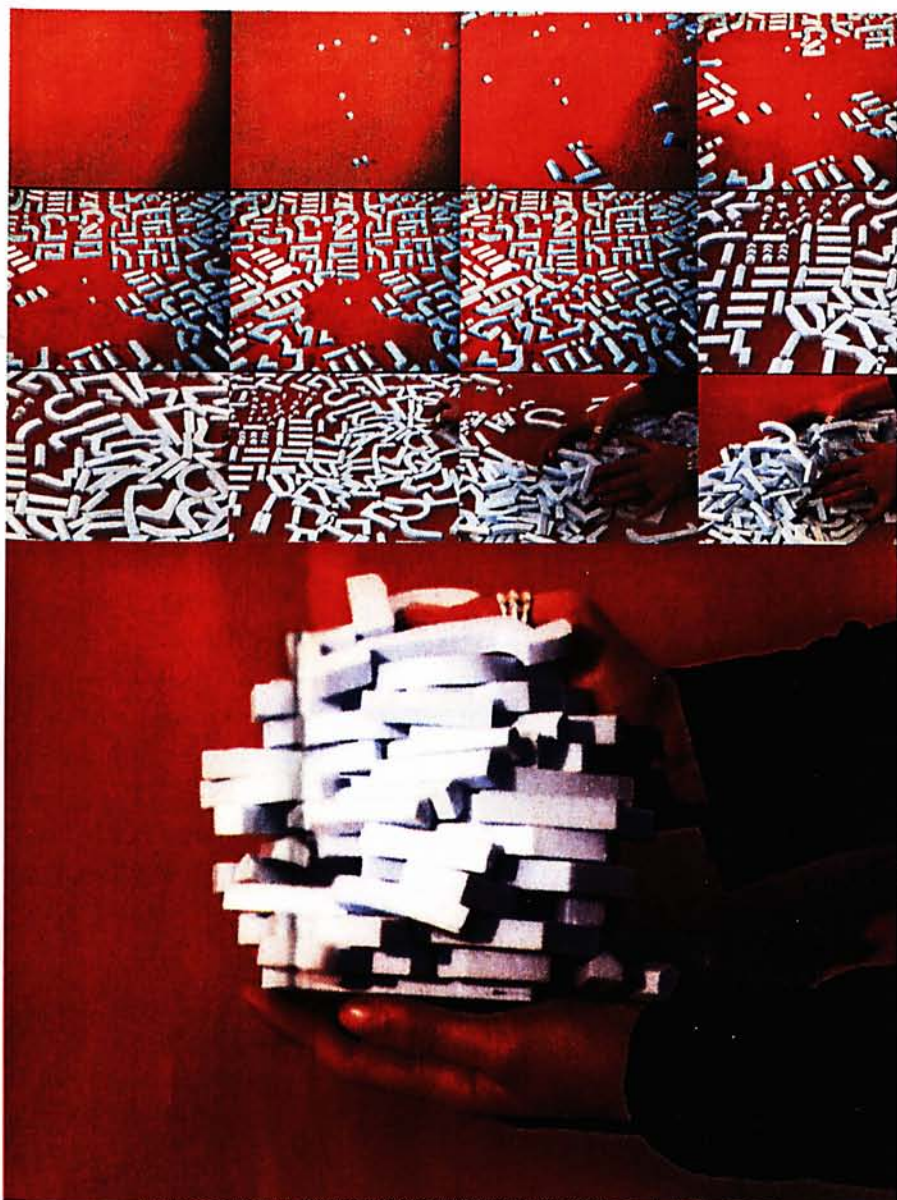
- J-1 Planning Study on the Harbour and its Waterfront Areas, HKSAR
- J-2 Yau Tong Bay Redevelopment, Henderson
- J-3 Case Studies

A BACKGROUND AND RESEARCH METHODOLOGY

A Background and Research Methodology

A-1 Background

A-2 Intention and Research Methodology



Winy Maas and Jacob van Rijs with Richard Koek (MVRDV), FARMAX: excursions on density, Rotterdam: 010 Publishers, 1998.

BACKGROUND

My thesis is triggered by my engagement in large-scale complex developments in Hong Kong and Macau during my year-out training; and my observation that these developments have played a very critical role in the city transformation and development processes. Although these large objects are very crucial and have tremendous impact to the city transformation and development, architectural design has not grown in the same rate in response to the rapid increase in scale and programmatic complexity.

In Hong Kong, many people criticize the existence of Bigness, which I interpreted it as a large scale development with certain scale and complex programmatic, in the middle of the town. For instance, the existences of Langham Place in Mongkok and the Casino in Macau have always been criticized by architect as out of scale. However, from my point of view, I do think that they have certain aspect of validity of its existence in the urban fabric. In the other words, being "Big" is not necessary embodies any problem in the urban context but being "Big" without content do. Here, in this thesis, I would like to explore the notion of Bigness and its relation with the urban development.

Through understanding why and how the Bigness exists and sustain in the urban environment. It would formulate my approach in dealing with design issue in high-dense urban context in Hong Kong.

INTENTION

In this thesis, I would like first, to explore and understand this urban phenomenon by re-examining Rem Koolhaas' theory on Bigness and the investigating its implication in Hong Kong and China urban context. Second, through understanding and investigation, I would like to reinterpreted the capability and the cole value of Bigness in assisting city transformation/redevelopment process both in terms of program, formal and spatial strategies

METHODOLOGY

The thesis is conducted in the following parts:

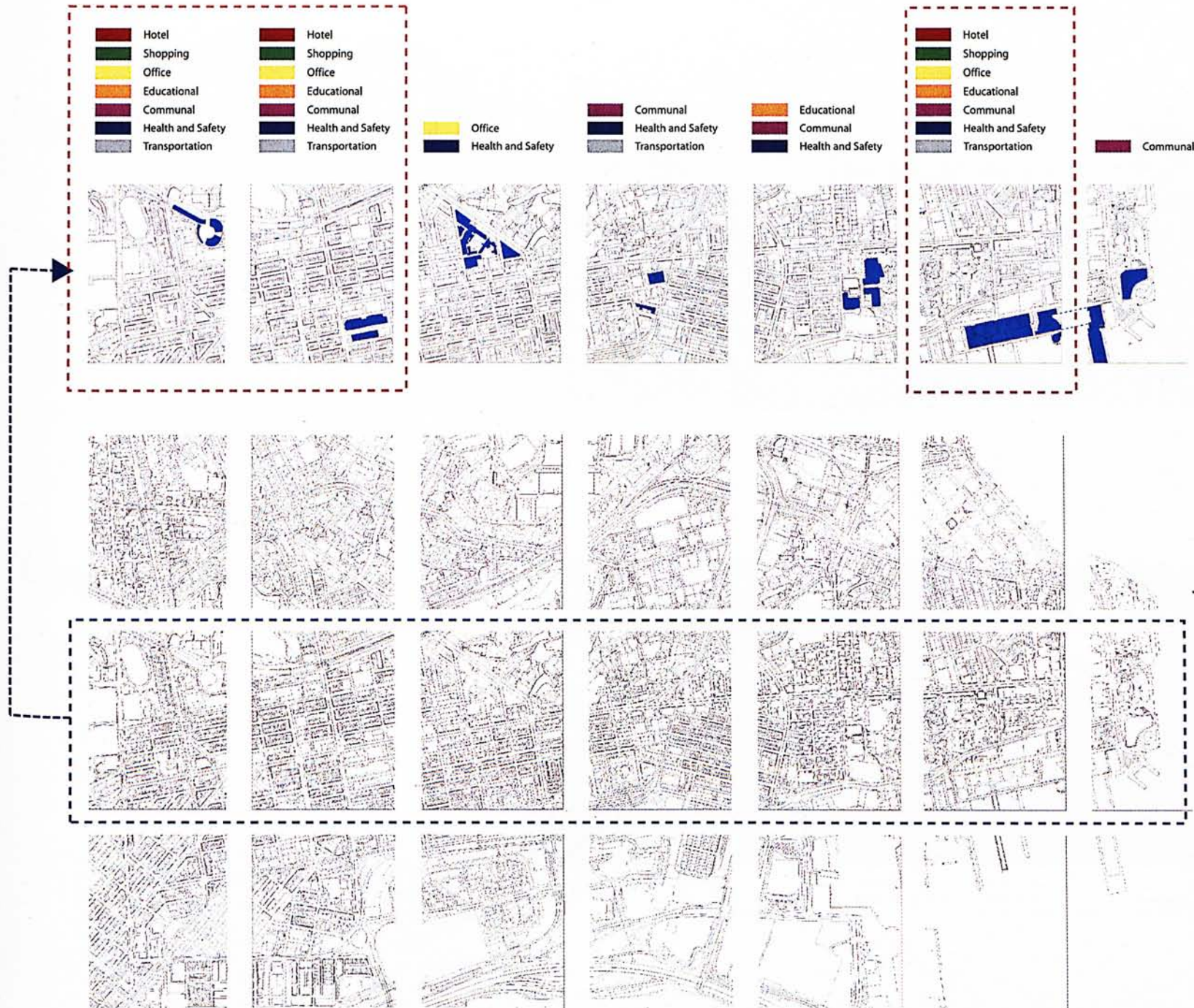
1. *Theoretical Research*
The part is server as a platform for me to fully understand the issue about Bigness and the critics about the existence of such building typology
2. *Field Research*
The part further elaborate the phenomenon and the theory in Hong Kong condition. That is to say, this part serve to investigate the existence of Bigness and its implication to the city.
3. *Design Experiment*
The section serve as a platform to re-interpret Bigness, particularly shopping and recreational complex, in urban transformation and redevelopment process.

B THEORETICAL RESEARCH

- B-1 **Defining Bigness**
 - B-1-1 Mapping Buildings of Extreme Scale Difference and Programmatic Combination
 - B-1-2 Examples of Bigness
- B-2 **Quotations and Understanding**
 - B-2-1 Rem Koolhaas's definition of Bigness
 - B-2-2 Properties of Bigness
 - B-2-3 Functions Bigness in the City
 - B-2-4 Roles of Bigness in the City
- B-3 **Other Related Views on Bigness**
 - B-3-1 MVRDV, *FARMAX : excursions on density*
 - B-3-2 Charles Jencks, *The Architectural Review*, Aug. 2002
 - B-3-3 Alan Colquhoun, *The Superblocks*
- B-4 **Evolution of Bigness**

BIGNESS

Bigness, in this thesis, is defined as *the architecture of extreme scale* in comparison with the neighborhood city fabric and has acquired *more than three programs* in a single or inter-connected building.



This diagram take TST as an area to illustrate the definition of Bigness, which have been defined in the previous page.

Bigness in Hong Kong Context



Project name : Langham Place
 Architect : Jerde Partnership
 Location : Mong Kok, KL, Hong Kong
 Building Area : 180,000 sq. m
 Components : Retails, Office, Hotels, Communal facilities
 Traffic and connections : MTR, Mini-bus and Bus terminal



Project name : Shatin New Town Plaza
 Architect / Developer : Sai Hung Kai Properties
 Location : Shatin, HK
 Site Coverage : 200,000 sq.m
 Components : Retails, Communal Facilities, Office, Hotels
 Traffic and connections : KCR, other shopping malls, communal facilities, hotels and office tower



Project name : Festival Walk
 Architect : Arquitectonica
 Location : Kowloon Tong, HK
 Building Area : 140,000 sq.m
 Retail Area : 91,050 sq.m
 Office Area : 21,550 sq.m
 Traffic and connection : KCR, MTR, City U

Bigness in other Context



Project name : Sony Center
 Architect : Murphy/ Jahn, Chicago
 Location : Potsdamer Platz, Berlin



Project name : Venetian Casino
 Architect / Developer : Venetian Ltd.
 Location : Las Vegas Strip, Nevada



Project name : Roponggi Hills
 Architect / Developer : Jerde Partnerships
 Location : Tokyo, Japan

The term Bigness is based on Rem Koolhaas's theory on Bigness written in 1996. With detail analysis and revealing the phenomenon of the existence of Bigness in Hong Kong context and with reference to his writing. I have summarized and categorized the points in Rem Koolhaas's theory on Bigness as my point of departure for further analysis and development of my thesis.

In this section, important points as following are listed out in this section B-2:

1. Definition of Bigness,
2. Properties of Bigness
3. Functions and Roles of Bigness in the city
4. Impact of Bigness on the city

Further exploration of the point will be presented in Section C, Field Research and Case Studies

Interpretation

Here in the context of Hong Kong and China, I interpret the word Bigness as architecture which results from the combined effect of increase of scale and programmatic complexity. All architecture, when acquiring certain scale, in either vertical or horizontal dimension, and at the same time composed of a number of different program within a single entity can be considered as Bigness.

The scale definition of Bigness is ambiguous but the most important point that defines Bigness is actually the programmatic complexity within the single entity.

Some of the clearest examples in Hong Kong are Langham Place in MongKok and Shatin New World Center in Shatin, New Territories.

Quotation

"Beyond certain scale, architecture acquires the properties of Bigness....."

"..... The combined inventions were structure taller and deeper – Bigger – than ever before conceived, with a parallel potential for the reorganization of the social world – a vastly richer programming."

Rem Koolhaas and Bruce Mau, *Small, medium, large, extra-large : Office for Metropolitan Architecture*, New York : Monacelli Press, 1995.

Interpretation

Property 01

Bigness is composed by different parts and these parts commit to the whole

Property 02

In Bigness, the content of it is more important to architectural composition, however, the architectural composition can add value to the Bigness

To me the sentences is actually exaggerated the importance of the content and the programmatic organization in Bigness. However, he does not disagreed that Architectural articulation can help Bigness to further its impact to the city. As an architectural student, how should we deal with this situation in designing of such kind of large scale development would be a challenging and interesting question.

Property 03

The exterior form and material do not reveal what is inside the architecture

Quotation

"Beyond a certain critical mass, a building becomes a Big Building. Such a mass can no longer be controlled by a single architectural gesture, or even by any architectural gestures. This impossibility triggers the autonomy of its parts, but that is not the same as fragmentation: the part remains committed to the whole."

"The elevator – with its potential to establish mechanical rather than architectural connections Issue of composition, scale, proportion, detail are now moot .The "art" of architecture is useless in Bigness."

".....The impact is independent of their quality....."

"In Bigness, the distance between core and envelope increase to the point where the façade can no longer reveal what happens inside....."

"..... interior and exterior architectures become separate projects, one dealing with programmatic and iconographic needs, the other – agent of disinformation – offering city the apparent stability..... What you see is no longer what you gets"

Rem Koolhaas and Bruce Mau, *Small, medium, large, extra-large : Office for Metropolitan Architecture*, New York : Monacelli Press, 1995.

Interpretation

Property 04 **Independence of its context**

Property 05 **Bigness vs. Architectural ideology**

Quotation

"Together, all these breaks – with scale, with architectural composition, with tradition, with transparency, with ethics – imply the final, most radical break: Bigness is no longer part of any urban tissue. It exists; at most, it coexists. Its subtext is fuck context."

"Bigness is where architecture becomes both most and least architectural: most because of the enormity of the object: least through the loss of autonomy – it becomes instrument of other forces, it depends."

"Only through Bigness can architecture dissociate itself from the exhausted artistic/ideological movements of modernism and formalism to regain its instrumentality as vehicle of modernization."

Rem Koolhaas and Bruce Mau, *Small, medium, large, extra-large : Office for Metropolitan Architecture*, New York : Monacelli Press, 1995.

Interpretation

Intensification, Concentration, Re-connection of Fragmented Fabric

Diversification of City Fabric and Programmatic Components

Quotation

"..... in a landscape of disarray, disassembly, dissociation, disclamation, the attraction of Bigness is its potential to reconstruct the Whole, resurrect the Real, reinvent the collective, reclaim maximum possibility."

"Bigness proposes a new economy in which no longer "all is architecture," but in which a strategies position is regained through retreat and concentration, yielding the rest of a contested territory to enemy forces....."

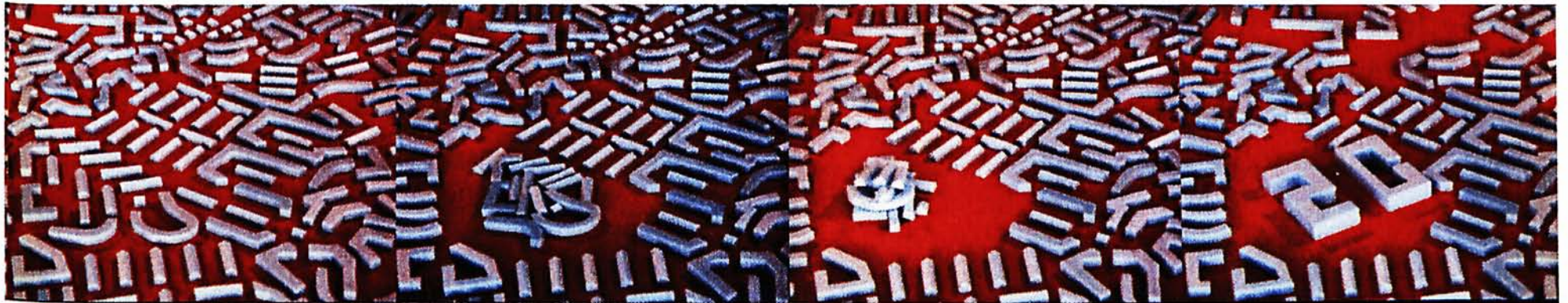
"Bigness destroys, but it is also a new beginning. It can reassemble what it breaks....."

"Bigness depends on regimes of freedoms, the assembly of maximum difference. Only Bigness can sustain a promiscuous proliferation of events in a single container. It develops strategies to organize both their independence and interdependence within a larger entity in a symbiosis that exacerbates rather than compromises specificity."

"..... Bigness can support genuinely new relationships between functional entities that expand rather than limit their identities. The artificiality and complexity of Bigness release function from its defensive armor to allow a kind of liquefaction: programmatic elements react with each other to create new events – Bigness returns to a model of programmatic alchemy....."

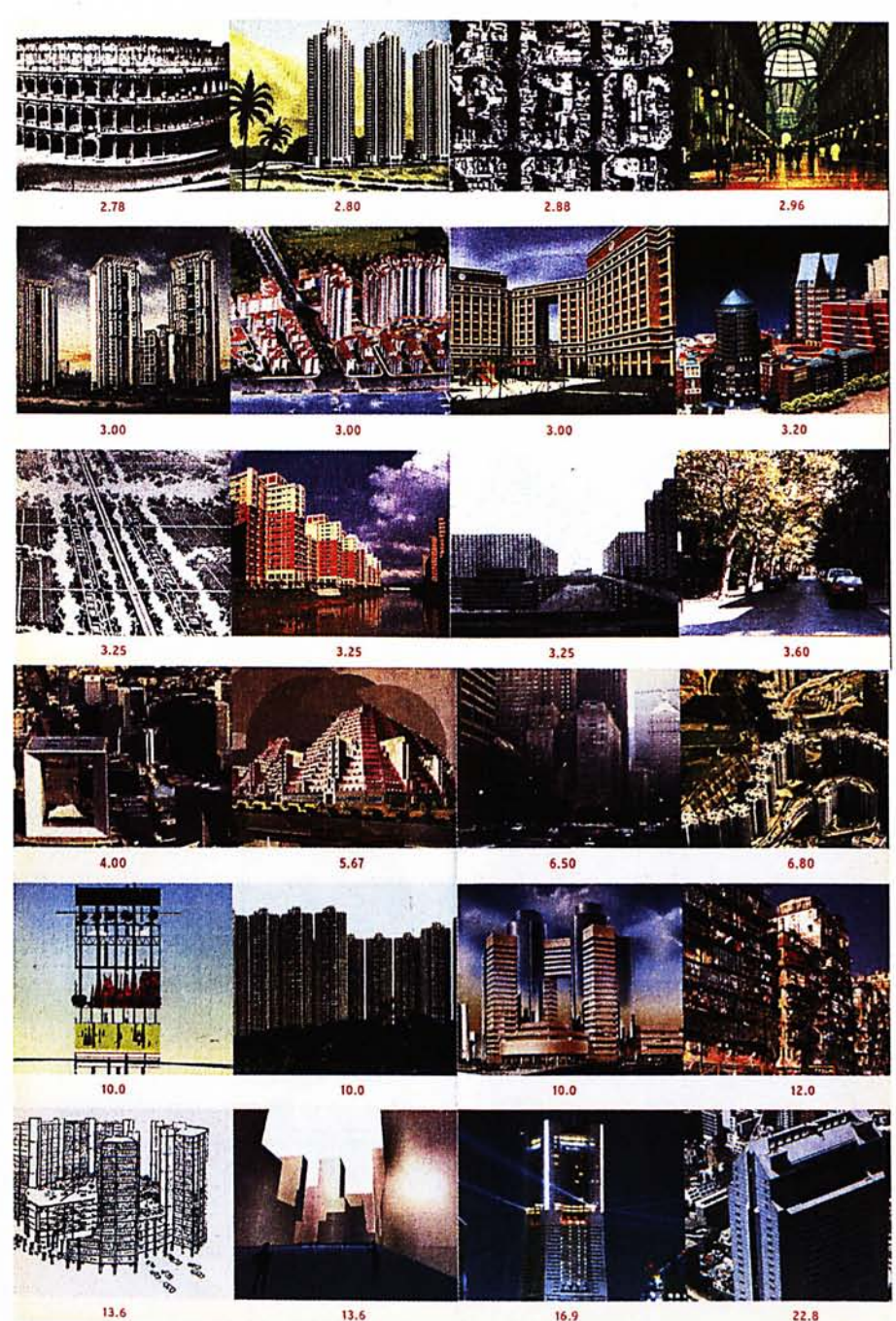
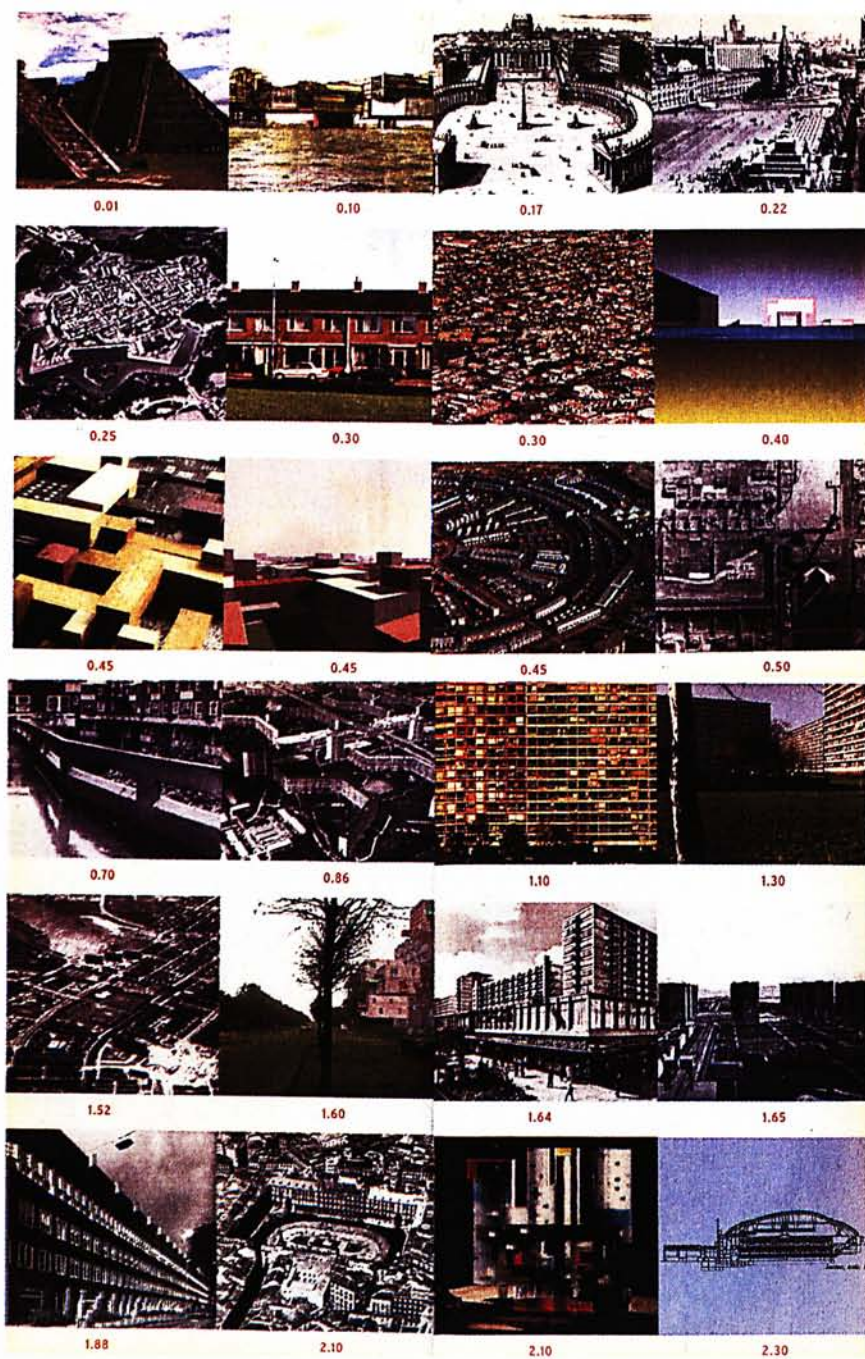
Rem Koolhaas and Bruce Mau, *Small, medium, large, extra-large : Office for Metropolitan Architecture*, New York : Monacelli Press, 1995.

Through the intensification and diversification of program within a context, Bigness can act as **Urban Re-generator, Urban Generator and Urban Unifier**



Winy Maas and Jacob van Rijs with Richard Koek (MVRDV), *FARMAX : excursions on density*, Rotterdam : 010 Publishers, 1998.

In addition to the theory of Bigness, written by Rem Koolhaas. Many architects and architectural critics have different view and opinions of the same issues. In this section, I would like to list out three of them. They are MVRDV, Charles Jencks and Alan Colquhoun.



Winy Maas and Jacob van Rijs with Richard Koek (MVRDV), FARMAX : excursions on density, Rotterdam : 010 Publishers, 1998.

" Bigness is one of the greatest problem of contemporary architecture. While Programme become larger and larger, architectural imagination has scarcely grown to reply to them"

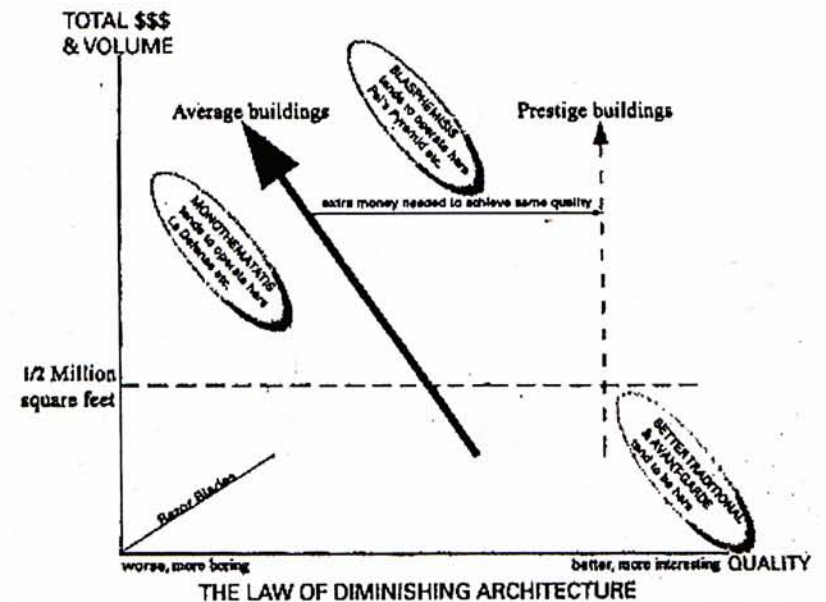
"Bigness is inescapable..... Cities become ever larger and more land hungry; transport systems become more capacious..... We cannot go back"

" As E.F.Schemacher said, small is beautiful. But a return to the small and disjunct societies of the pre-industrial age ould plunge even more of the world's population into poverty and probably vastly increase violence, famine, disease and intolerance"

" We have few paradigms for large-scale developments that offer a sense of urbanity and human scale"

" Bigness, it seems, is one of the unavoidable characteristics of modern culture:..... Charles Jencks argues that bigness almost inevitably leads to bordems and anomie"

"Law of dimishing architecture"



The Architectural Review, August 2002, p.33

"There are two important problems connected with this fact which I wish to discuss - less with solving them than of bringing them to light. The problem is, What is the relation of the individual dwelling to the superblock of which it may be a part? The second is What are the implication of the superblocks as a representational elements in the city?"

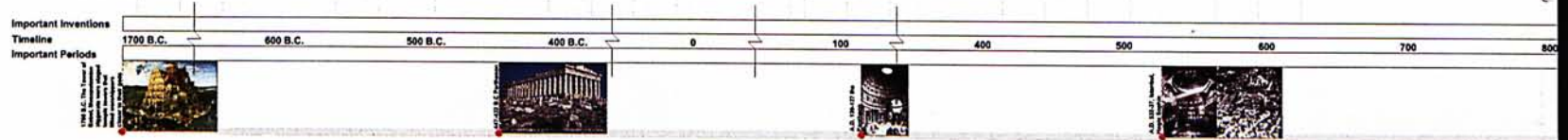
Alan Colquhoun, *Essays in Architectural Criticism, Modern Architecture and Historical Change*, the MIT Press. P.83-127

Mapping of Bigness in Time

Definition of Bigness in this Mapping Timeline

In the following Timeline, the Big Building throughout time is found based on two criterias:

1. The the building needs to be the Biggest or the relatively Big structure in the city at time the building being built.
2. The building have to be Interiorized, which mean that most of the space of continous structure have to be cover up.



Religious and Palace

Shopping

Entertainment and Leisure

Museum

Housing and Hotel Apartments

Public Facilities

Transportation

Office Building



C FIELD RESEARCH AND CASE STUDIES

In this section, the notion of Bigness and its relation with the city will further be explored in Hong Kong local condition. Through experiencing, recording and searching two selected buildings, Langham Place in Mongkok and Shatin New Town Plaza, the pros and cons of Bigness in the city will be understood in more details.

C-1

Langham Place: Bigness as Urban-Regenerator

- C-1-1 Location Map and Aerial Photo
- C-1-2 Visual Survey
- C-1-3 Programmatic Comparison
- C-1-4 Occupancy Comparison
- C-1-5 Urban Section (with Program)
- C-1-6 Urban Section (24 Hours Activities Zone)
- C-1-7 Urban Section (Occupancy Density)
- C-1-8 Movement in Bigness vs. Movement in City



Langham Place



Shatin New Town Plaza



Las Vegas Casino Strip

C-2

Shatin New Town Plaza: Bigness as Urban-Unifier

- C-2-1 Aerial Photo
- C-2-2 Shatin New Town Development Sequence
- C-2-3 Shatin Town Center Development Sequence
- C-2-4 Spatial Arrangement : The Axis
- C-2-5 Spatial Arrangement : The Nodes
- C-2-6 Spatial Arrangement: The Layers

C-3

Casino in Las Vegas: Bigness as Urban-Generator

- C-3-1 Impact of Bigness on Las Vegas Urban Extension
- C-3-2 Impact of Bigness on Las Vegas Downtown



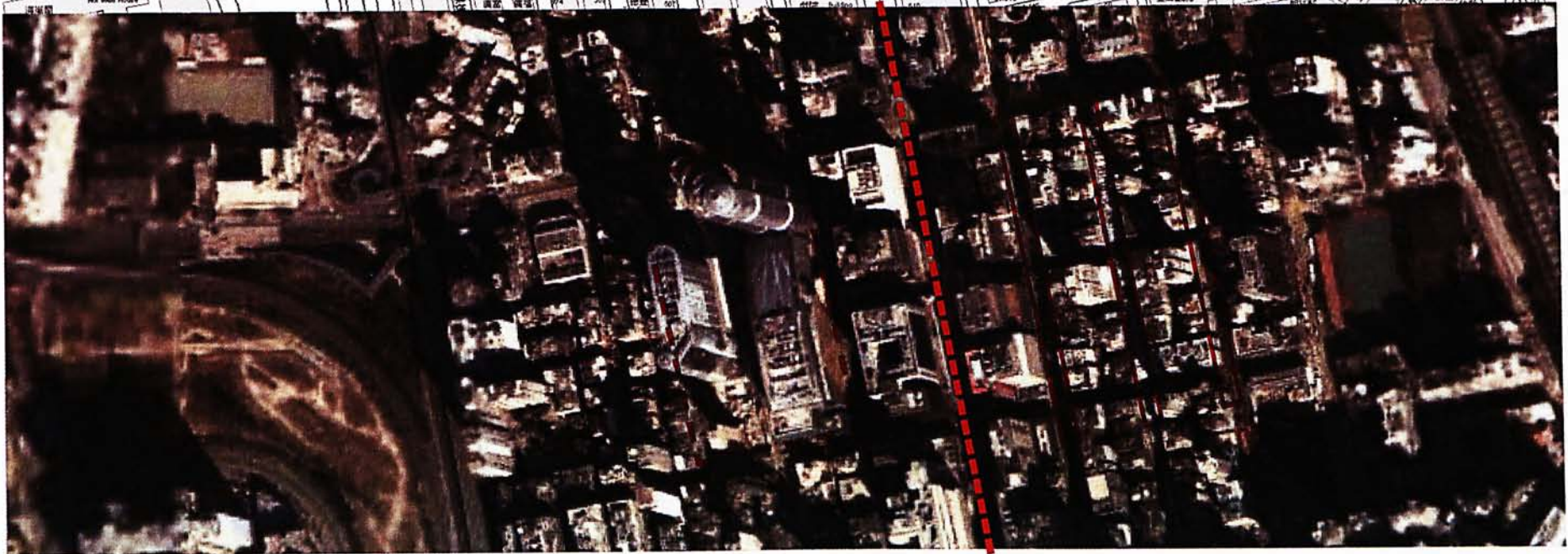
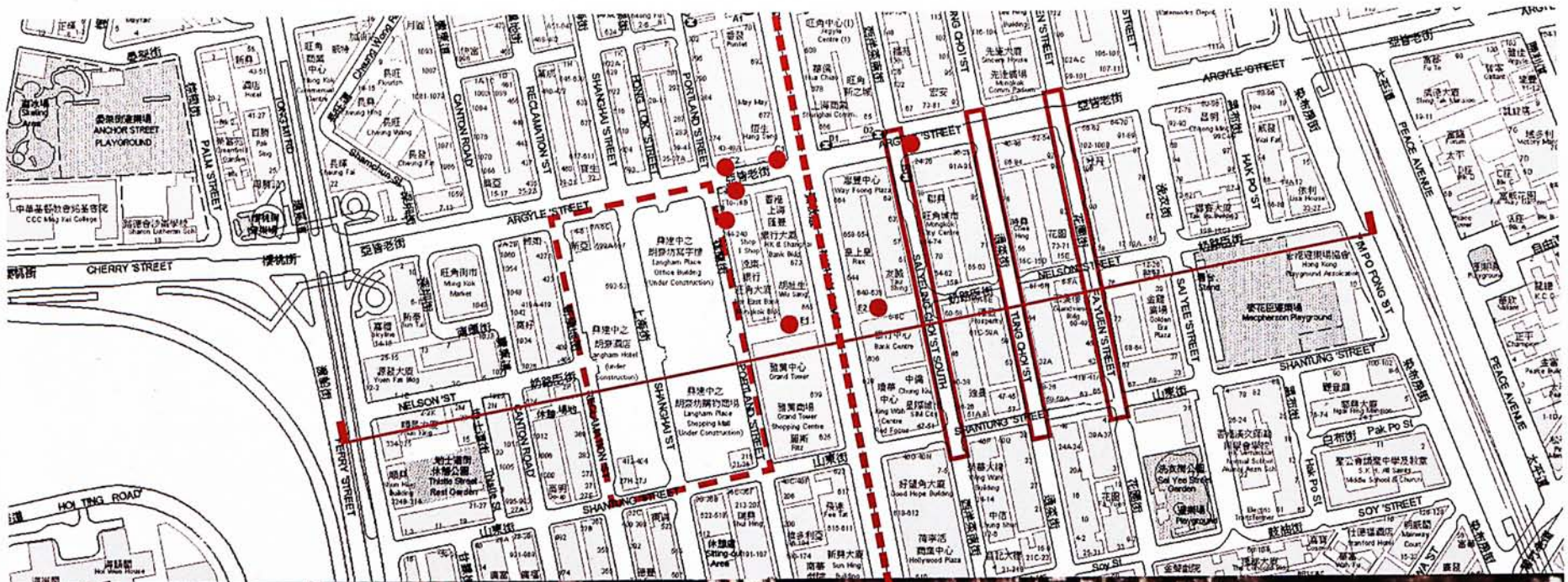
Project Data

Project name	:	Langham Place
Architect	:	Jerde Partnership
Developer	:	Great Eagle Holdings Ltd.
Site Area	:	13,000 sq.m.
Building Area	:	180000 sq.m.
Program	:	58,600 sq.m (Retail/Entertainment)
		70,900 sq.m. (Grade A Office)
		46,500 sq.m. (5-Star Hotel with 719 rooms)
		64,000 sq.ft. (Government / Community Facilities)

Description

Langham Place is a joint development project by Great Eagle Group and the Urban Renewal Authority. The project initiated in 1988, by the redevelopment of the heart of Mongkok area by replacement of four-blocks of aging low-rise housing.

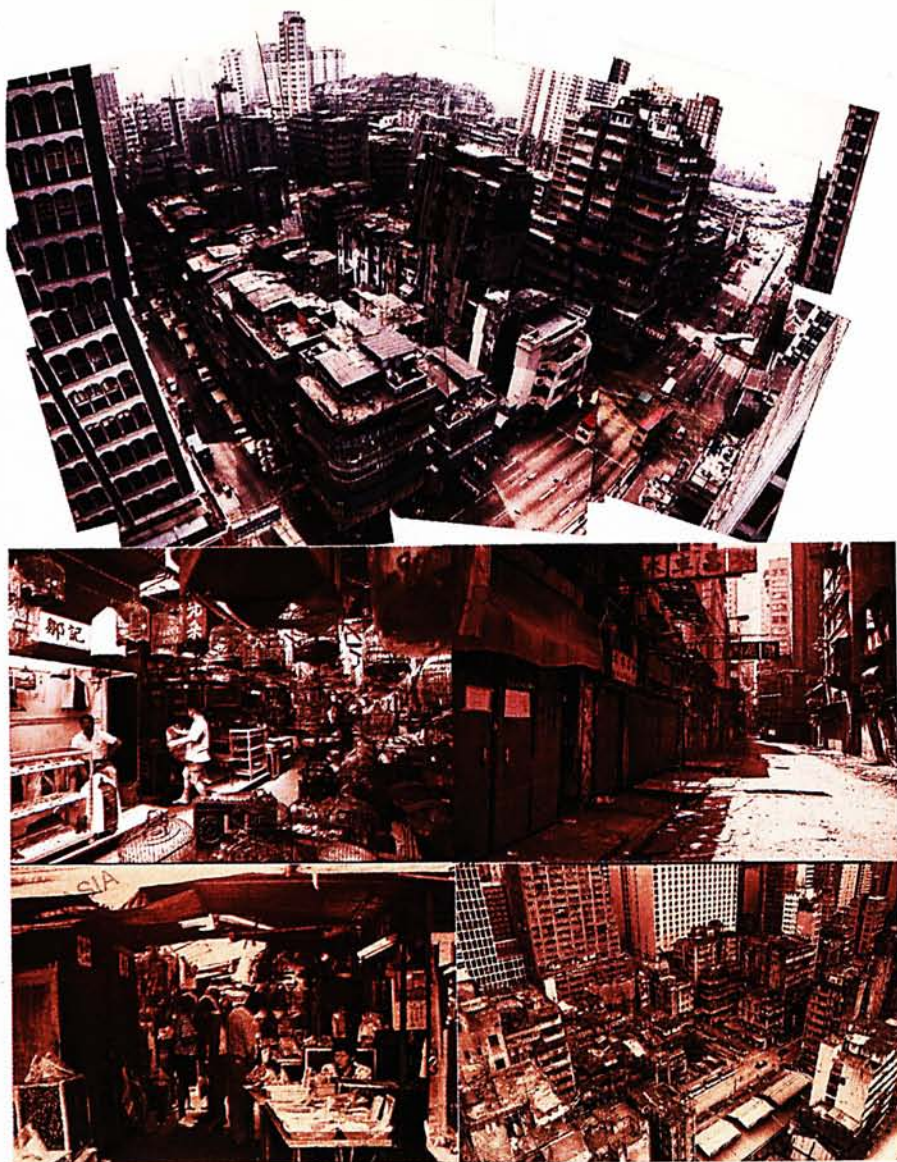
Known for its diverse markets and frenetic street life in Mongkok, which is one of Hong Kong's most visited shopping districts, attracting residents and tourists alike. The designer, Jerde Partnership and the developer, Great Eagle Group aims to develop a mixed-used development with shopping and entertainment as the economic and programmatic catalyst to revitalize the whole MongKok old district, which is west side of whole Mong Kok area.



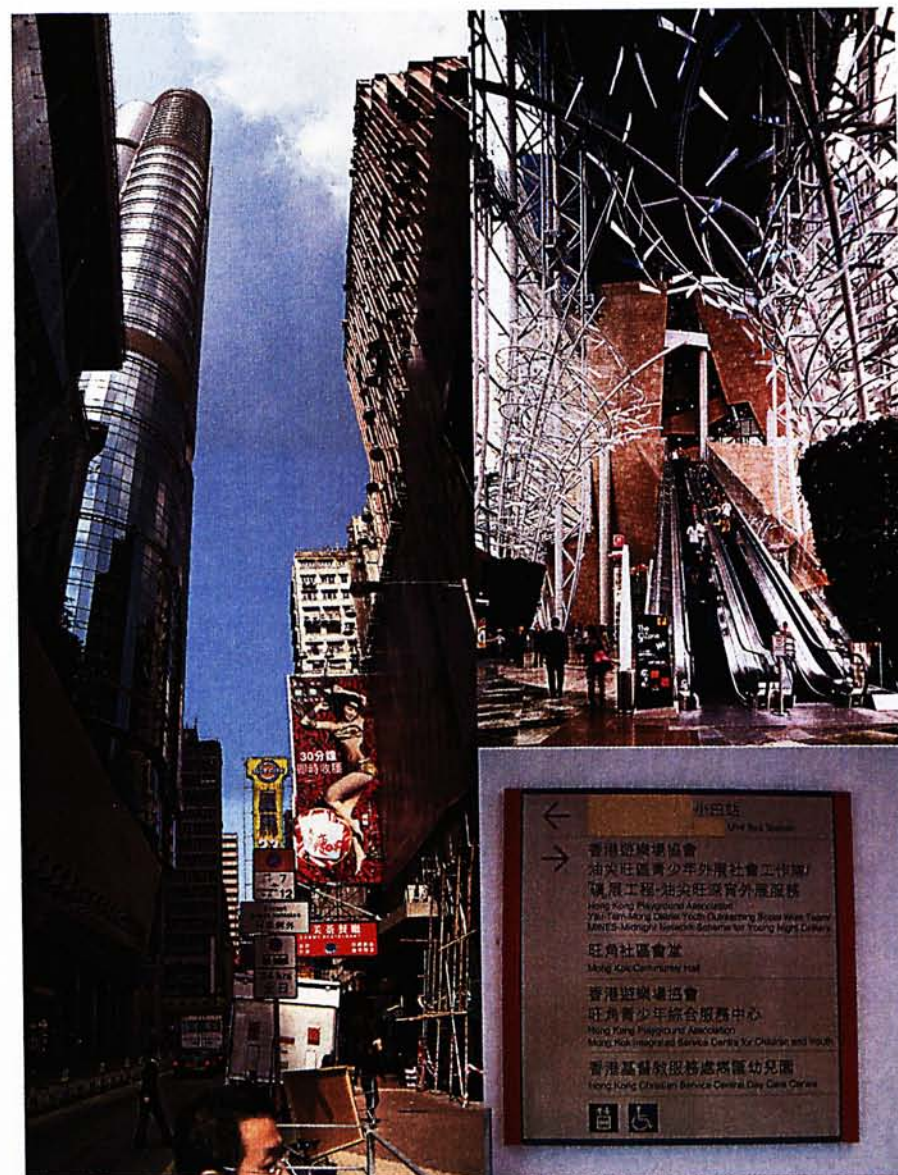
● MTR STATION EXISTS
 LANGHAM PLACE
 MAJOR SHOPPING STREET
 MAJOR TRAFFIC BOUNDARY (Nathan Road)

LOCATION MAP AND AERIAL PHOTO C-1-1

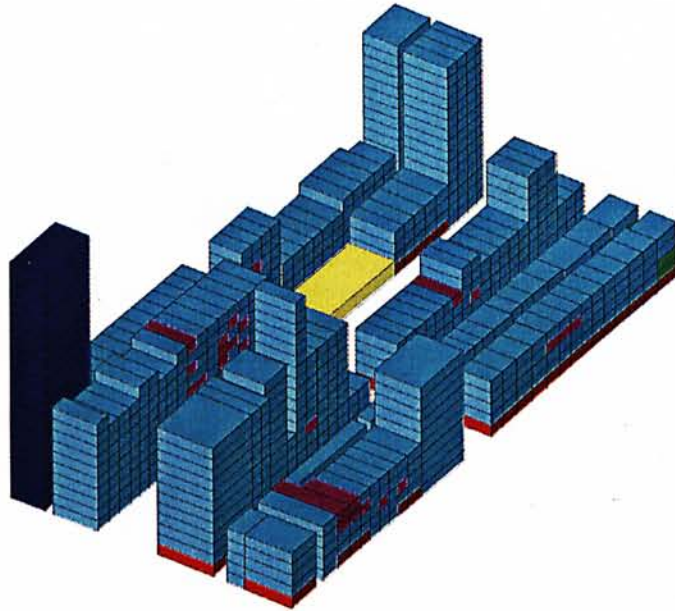
Before Langham Place was built, 1988



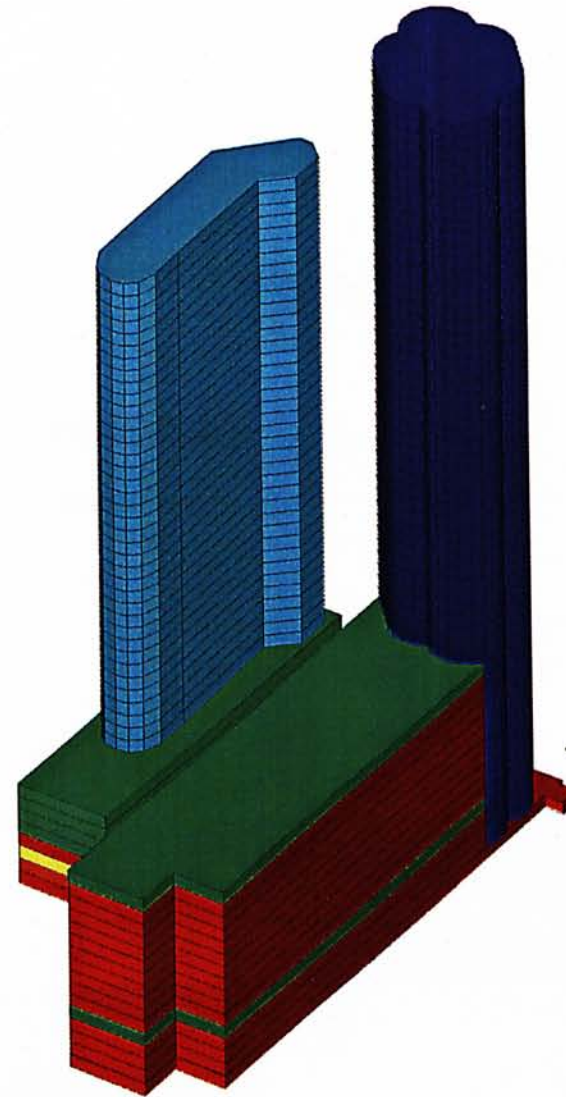
After Langham Place was built, 2005



Before Langham Place was built, 1988

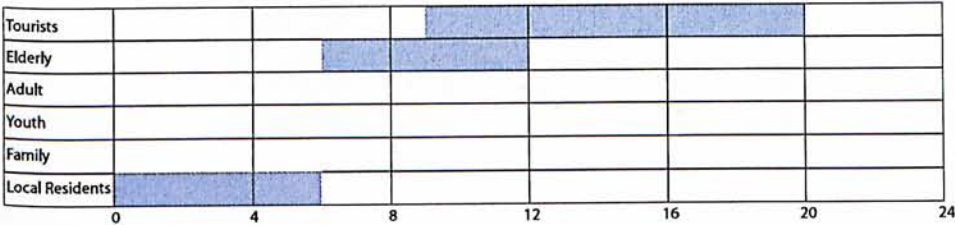


After Langham Place was built, 2005



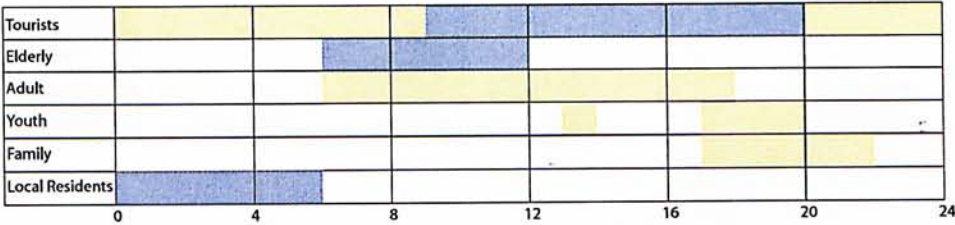
PROGRAMMATIC COMPARSION C-1-3

Before Langham Place was built, 1988

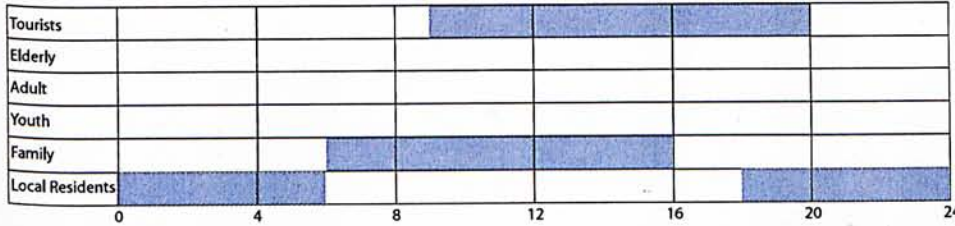


WEEKDAY OCCUPANCY STUDY

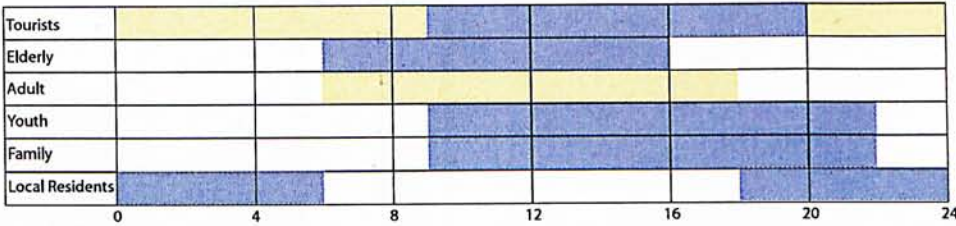
After Langham Place was built, 2005



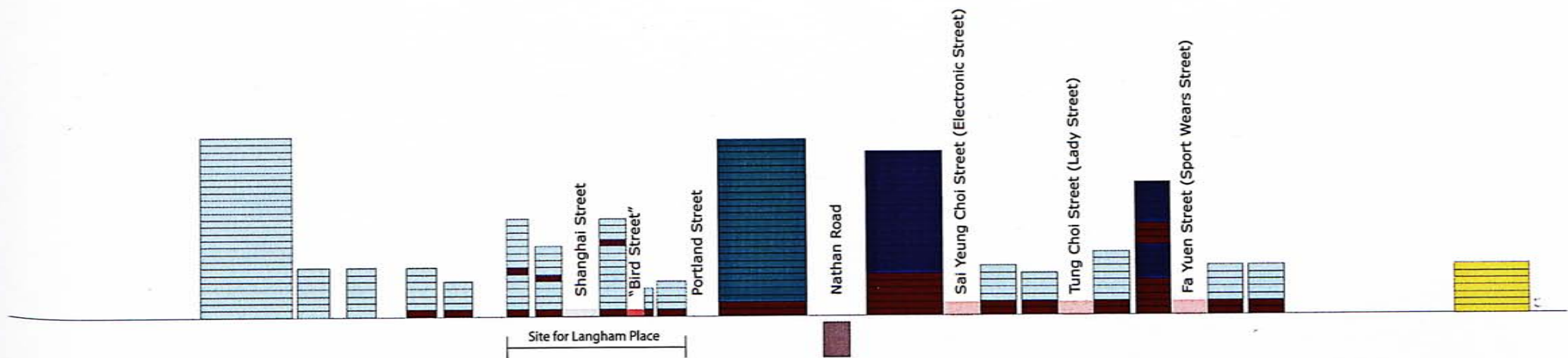
WEEKDAY OCCUPANCY STUDY



WEEKEND OCCUPANCY STUDY

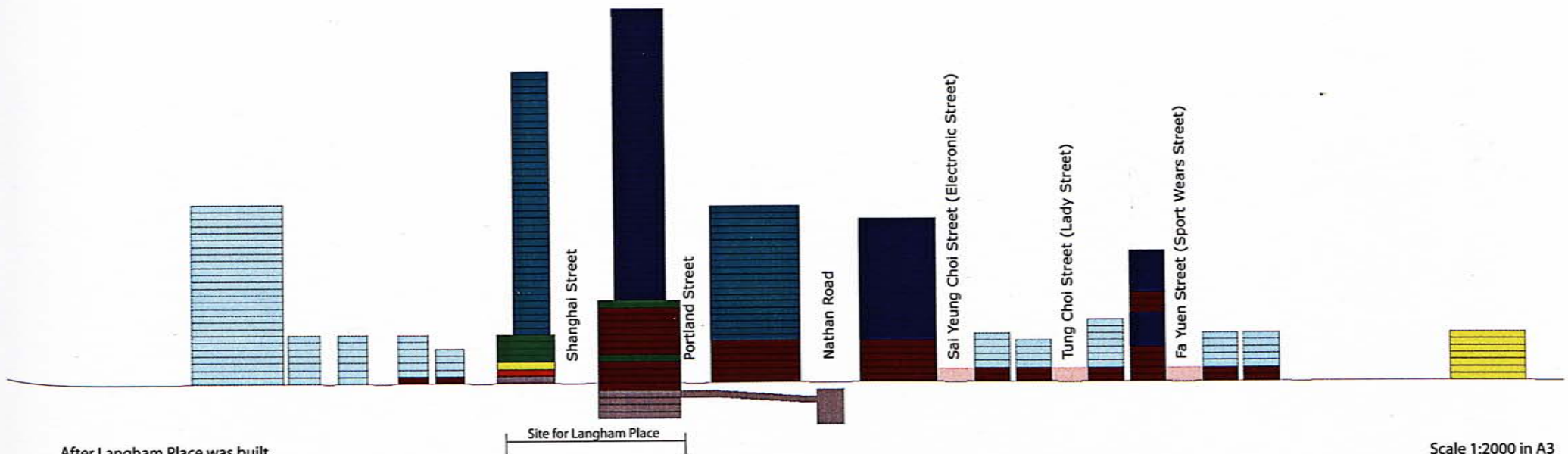


WEEKEND OCCUPANCY STUDY



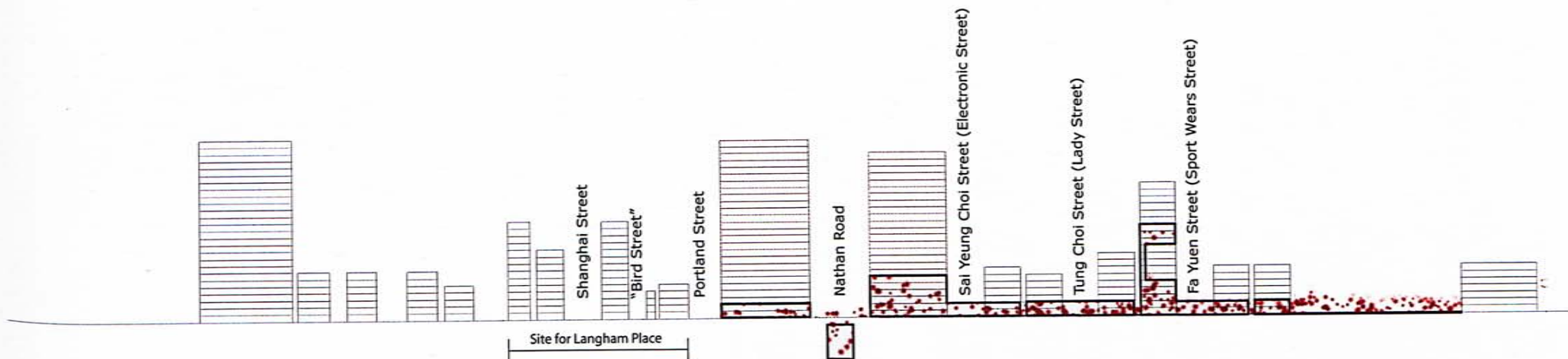
Before Langham Place was built

Scale 1:2000 in A3



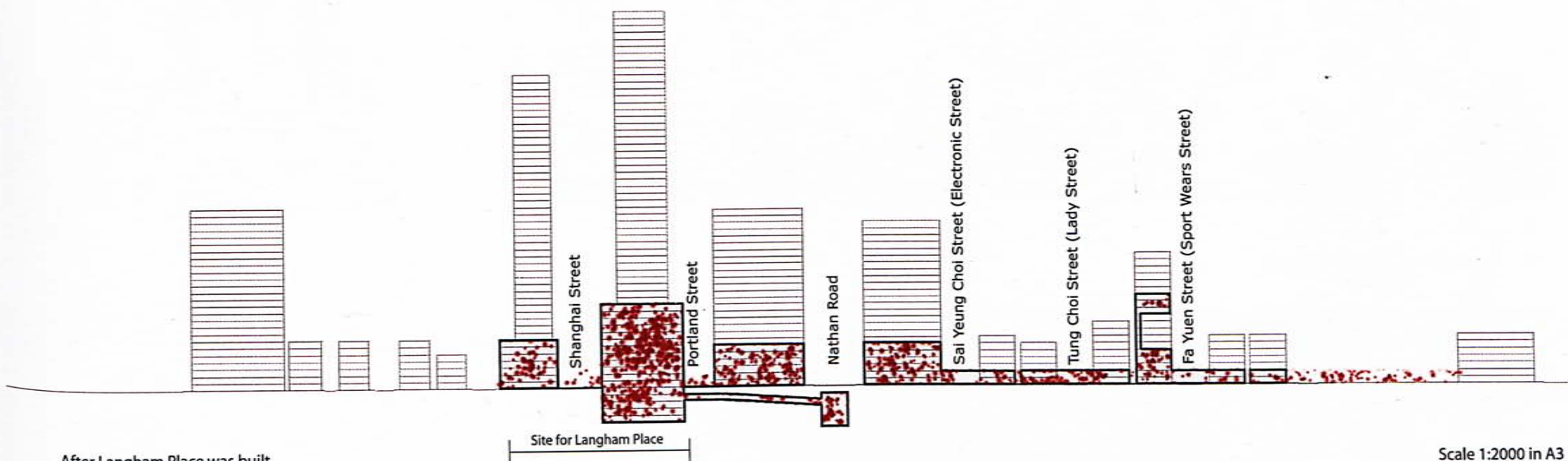
After Langham Place was built

Scale 1:2000 in A3



Before Langham Place was built

Scale 1:2000 in A3



After Langham Place was built

Scale 1:2000 in A3

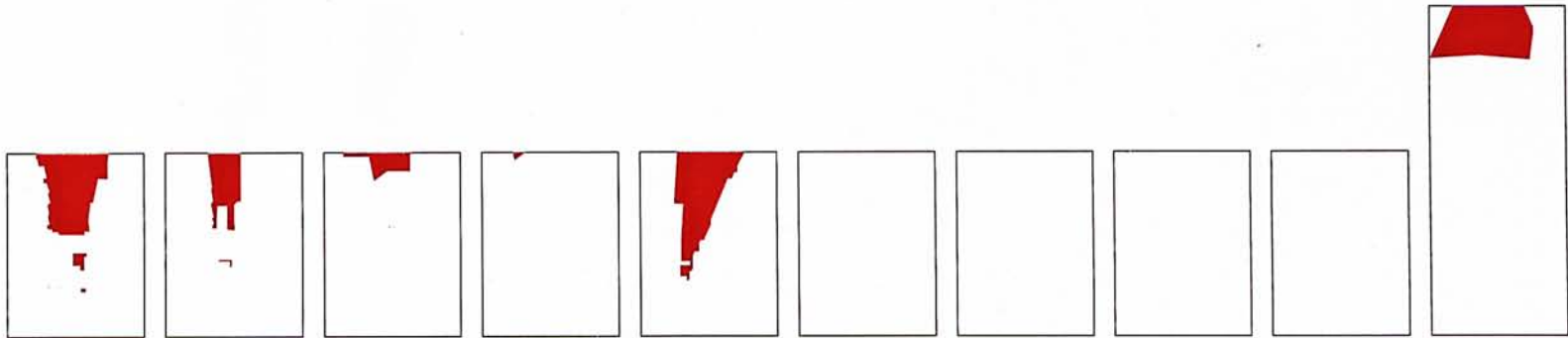


START PHOTOGRAPHIC JOURNEY END

In this section, I am trying to find out what makes the interior space of Bigness different from that of the city and, at the same time, trying to find out what kind of architectural composition make the interior space of Bigness claustrophobic



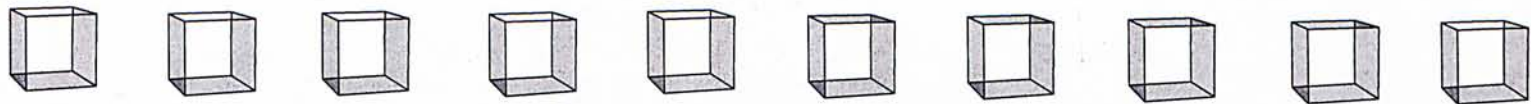
Connection to Sky



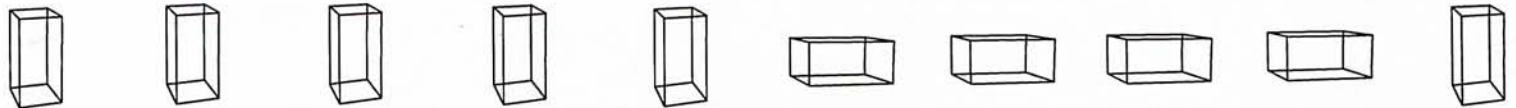
Interior or Exterior



Basic Spatial Defining Elements



Dominated Proportion



Varied Dimension along the Path

X X X X X X,Z X,Z X,Z X,y,z X

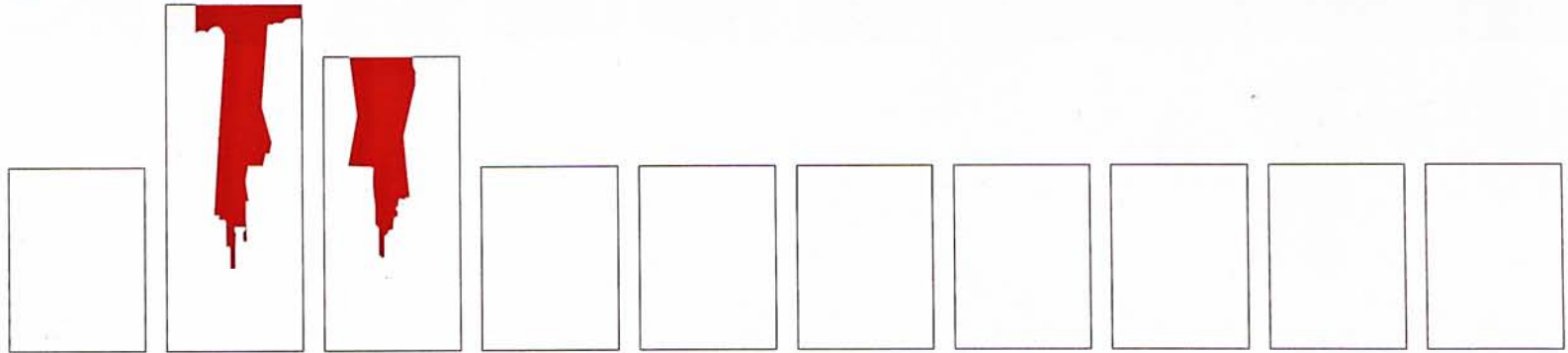
Feel Claustrophobic



MOVEMENT IN BIGNESS VS. MOVEMENT IN CITY (1) C-1-8



Connection to Sky



Interior or Exterior

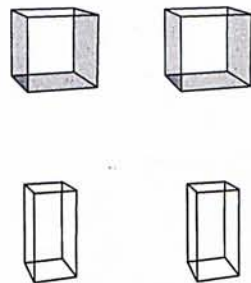
Basic Spatial Defining Elements

Dominated Proportion

Varied Dimension along the Path

Feel Claustrophobic

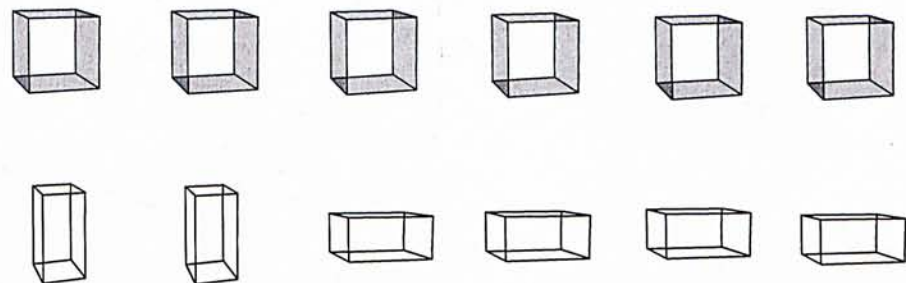
Threshold Between Inside and Outside



x

x

Threshold Between Inside and Outside



x,y,z

x,y,z

x,z

x,z

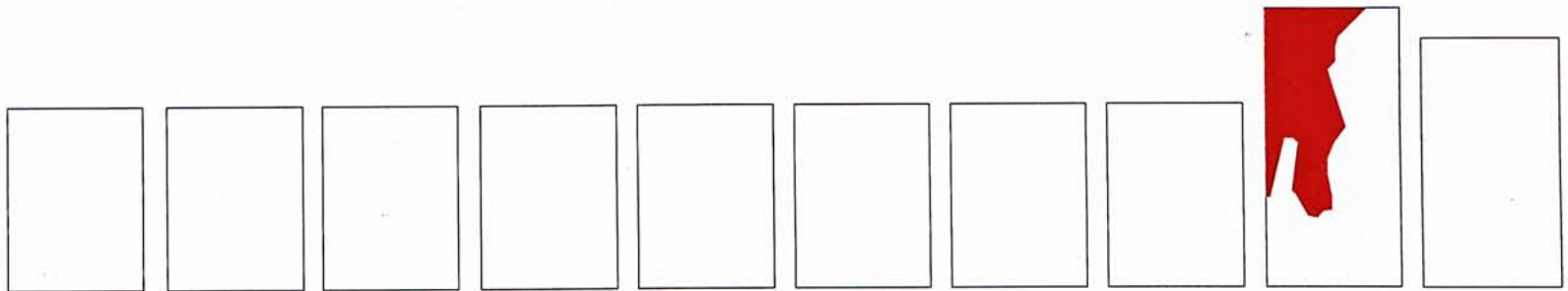
x,y

x,y

MOVEMENT IN BIGNESS VS. MOVEMENT IN CITY (2) C-1-8



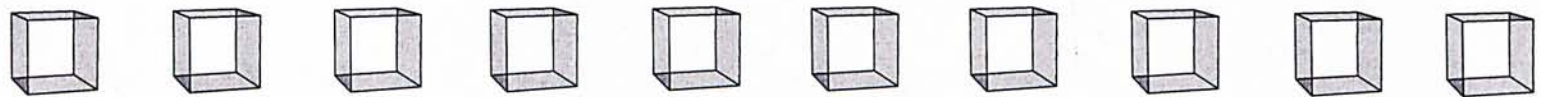
Connection to Sky



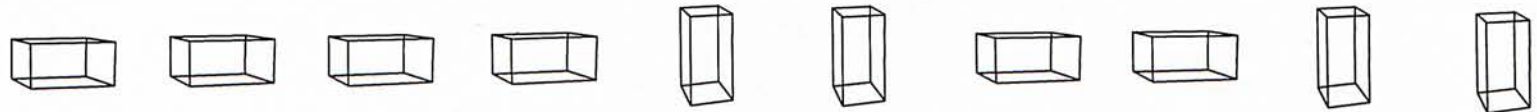
Interior or Exterior



Basic Spatial Defining Elements



Dominated Proportion



Varied Dimension along the Path

x x x x,y,z z x,y,z x,z x,z x,z x,y,z

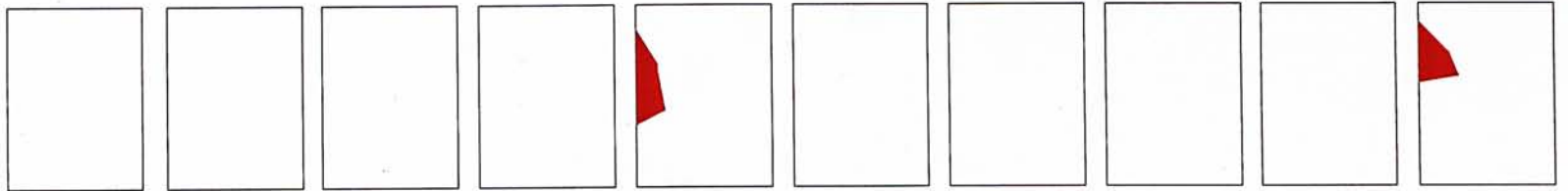
Feel Claustrophobic



MOVEMENT IN BIGNESS VS. MOVEMENT IN CITY (3) C-1-8



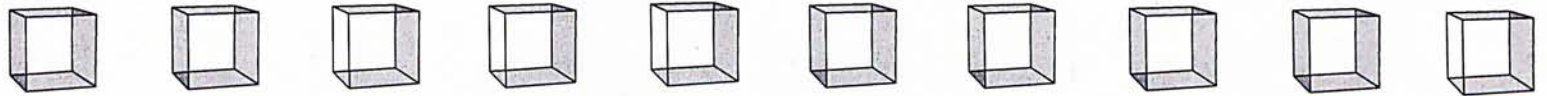
Connection to Sky



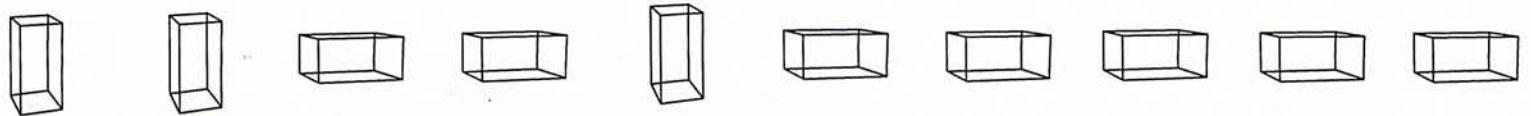
Interior or Exterior



Basic Spatial Defining Elements



Dominated Proportion



Varied Dimension along the Path

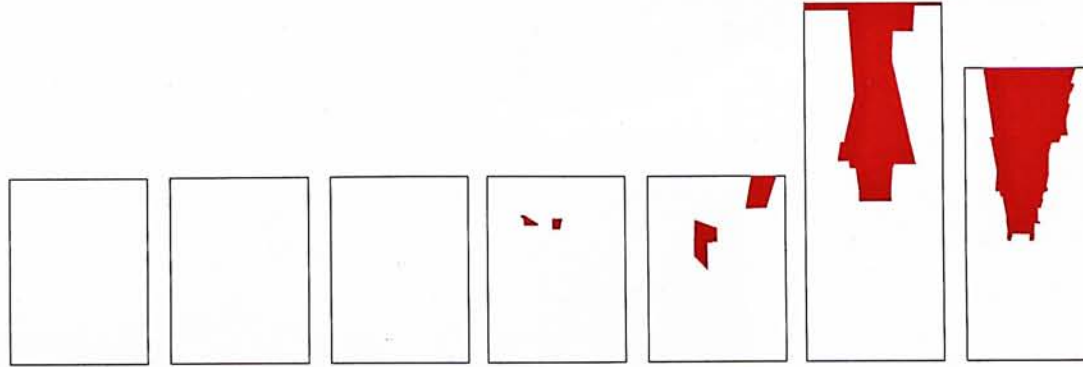
x,y,z **x,y,z** **x** **x** **x,z** **x** **x** **x** **x** **x,z**

Feel Claustrophobic





Connection to Sky



Interior or Exterior

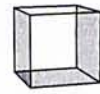


Basic Spatial Defining Elements

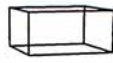


Threshold between autonomous and non-autonomous movement

Threshold between autonomous and non-autonomous movement



Dominated Proportion



Varied Dimension along the Path

N/A

x

x

x

x

Feel Claustrophobic





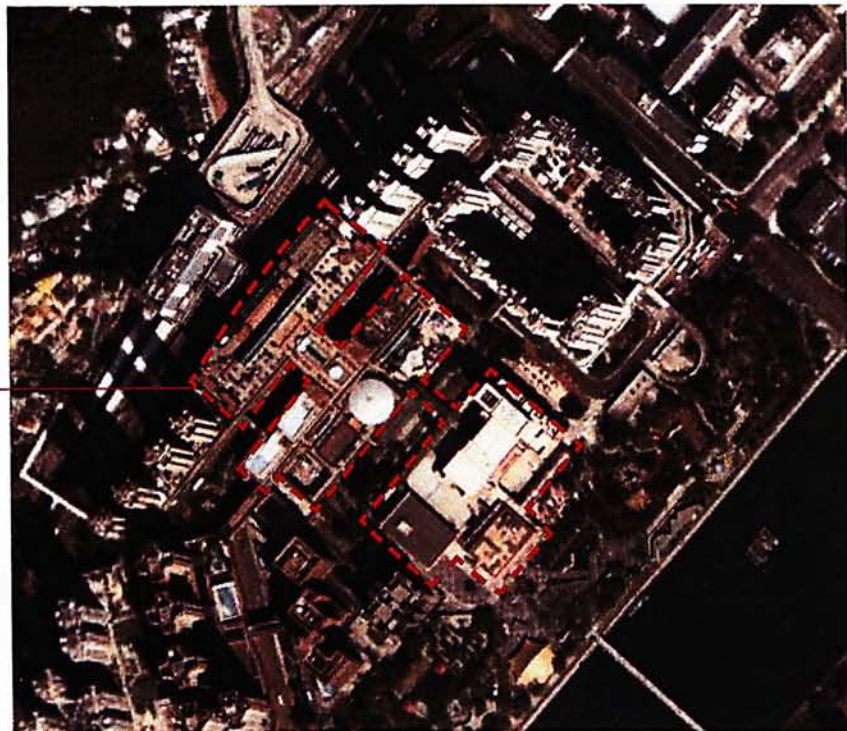
Project Data

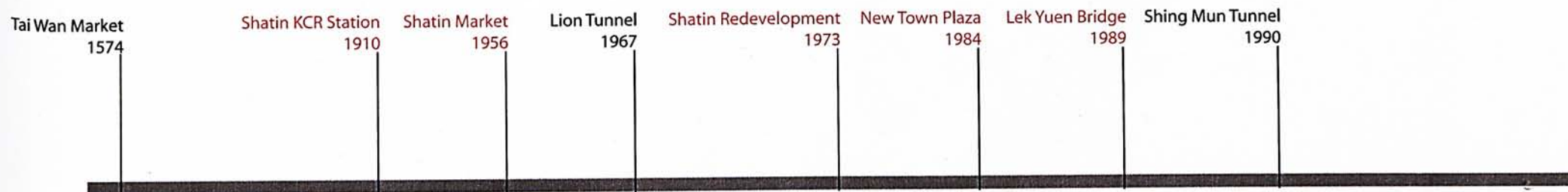
Project name	:	Shatin New Town Plaza
Architect	:	SHK, Architecture Department
Developer	:	Sai Hung Kai Properties Ltd.
Site Area	:	200,000 sq.m.
Building Area	:	unknown
Program	:	(Retail/Entertainment) (Office) (Hotel) (Residential Housing) (Government / Community Facilities)

Description

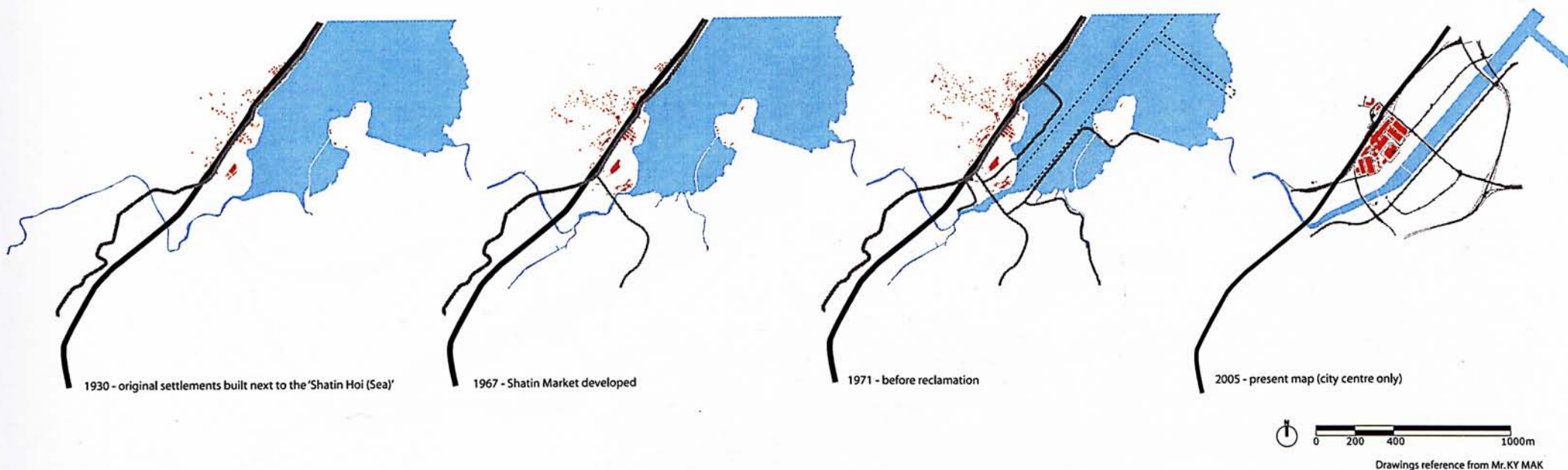
The impact of Shatin Town Center Cluster Development on Shatin District is enormous. According to one of the local resident, the whole Shatin district is like rural city even the government proposal to transform the old market place to new high-rise, high population development and with KCR linkage. They describe it as a place that is very difficult to access and even the Bus company do not want to plan their route to the district before Shatin Town Center have development.

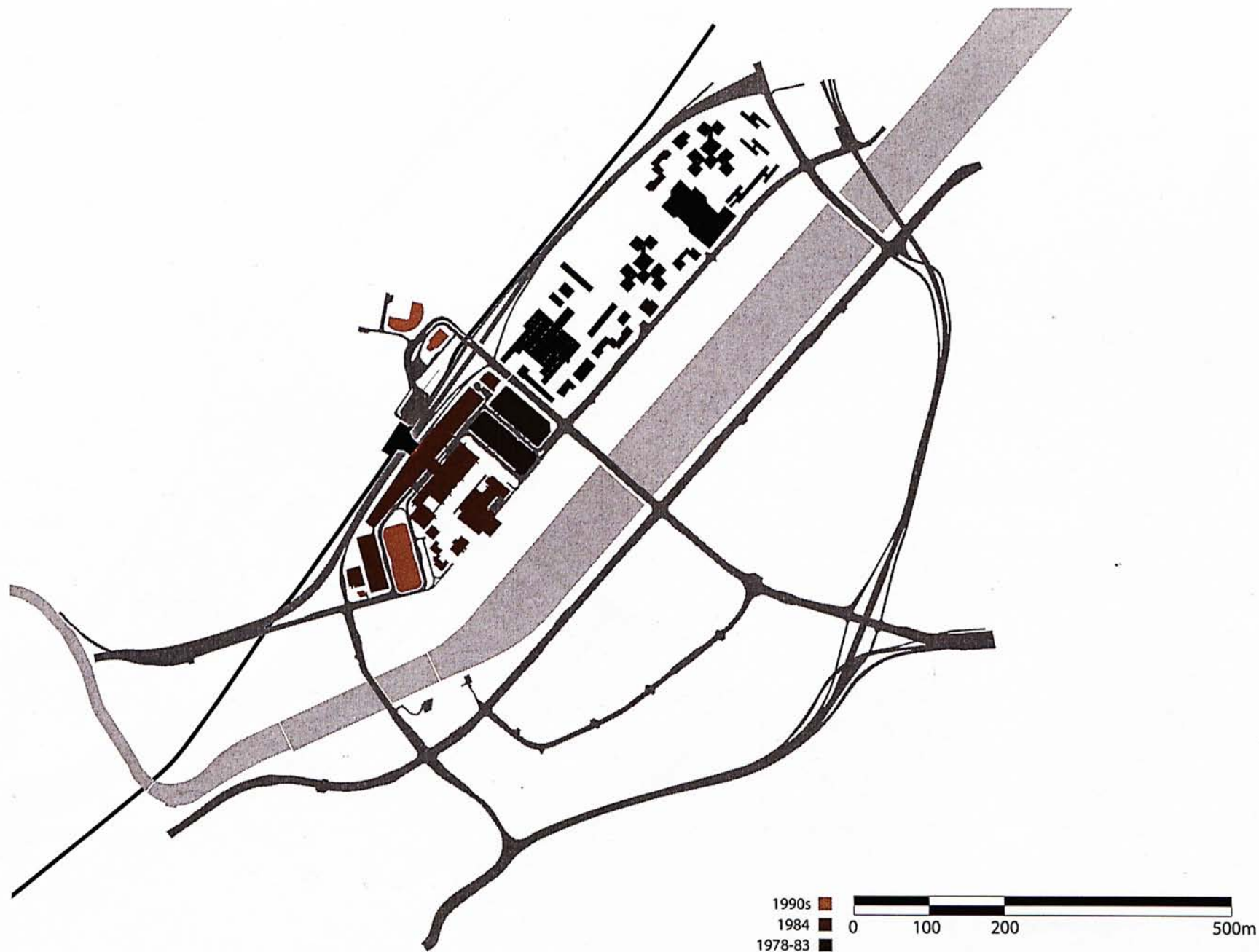
Since the development of Shatin Town Center which composed of Shatin New Town Plaza and Shatin Town hall, the whole district got unified started to form as a whole city.



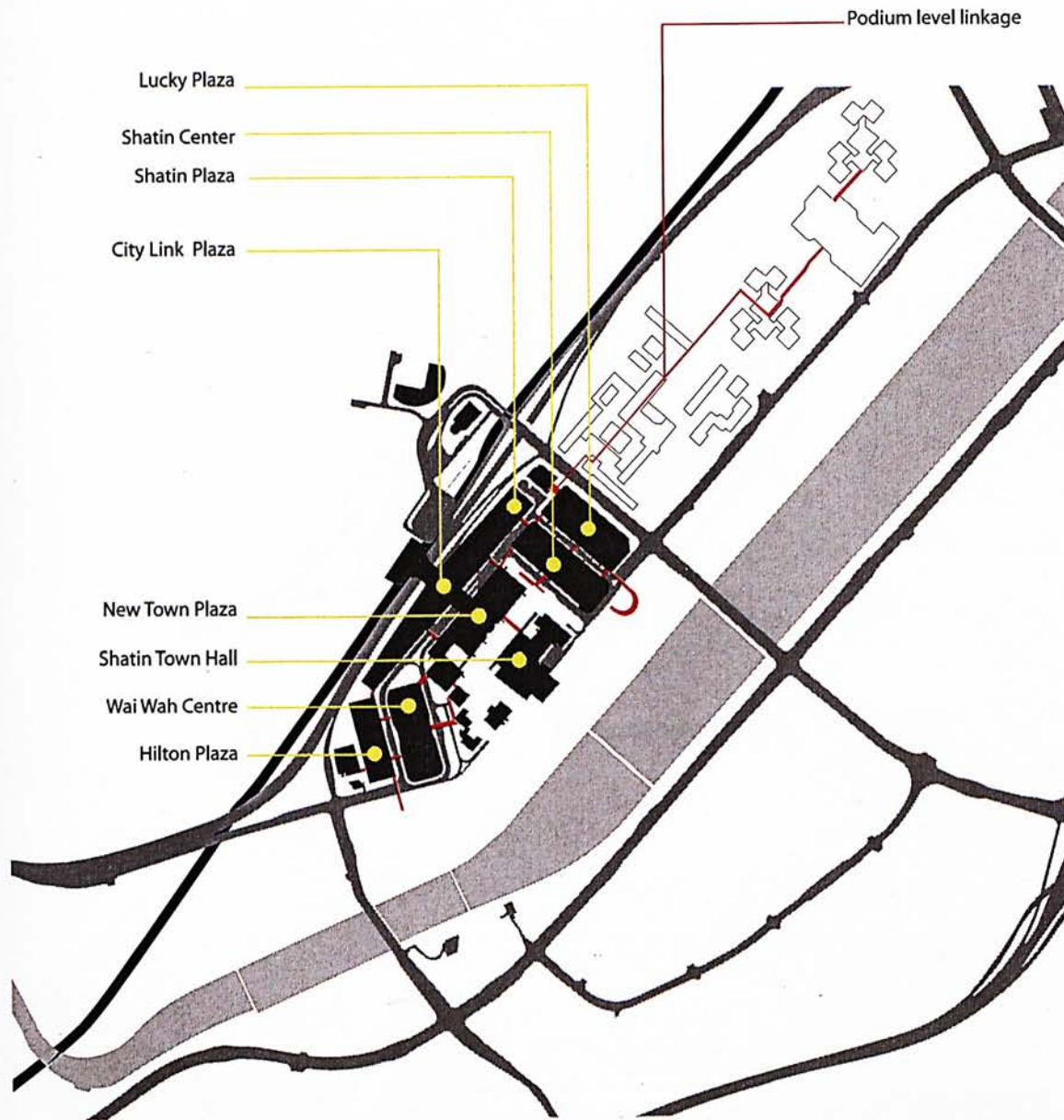


Timeline of completion years of buildings and transporation network related to the Shatin City Centre redevelopment





SHATIN NEW TOWN CENTER DEVELOPMENT SEQUENCE C-2-3



The Linked City Center

The cluster of shopping, entertainment and community facilities linked together to form a center of the whole shatin district. The linkage, shown in red is at podium level of malls including

1. City Link Plaza
2. New Town Plaza
3. Shatin Plaza
4. Shatin Center
5. Lucky Plaza
6. New Town Plaza
7. Wai Wah Center
8. Hilton Plaza



0 100 200 500m

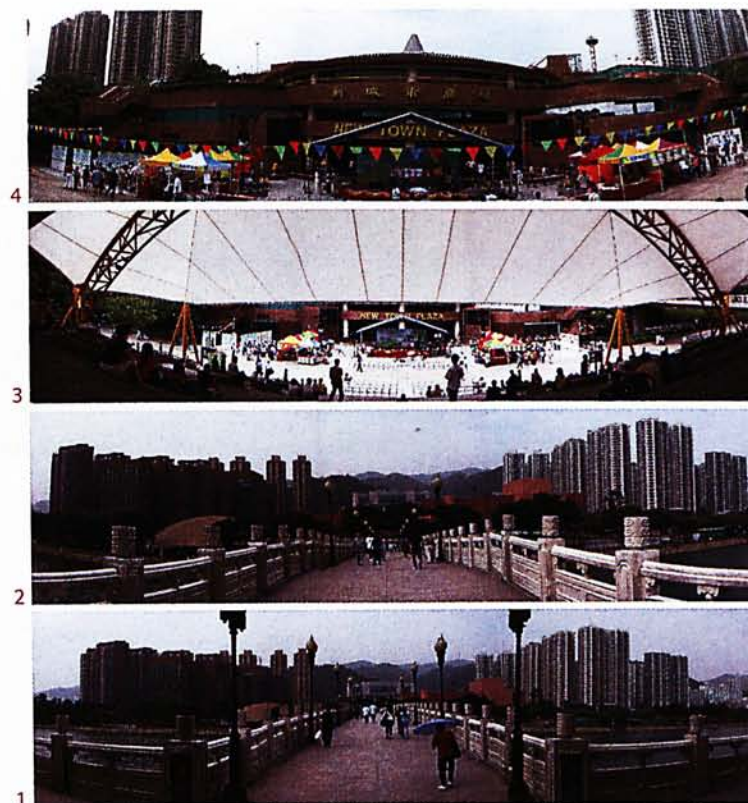
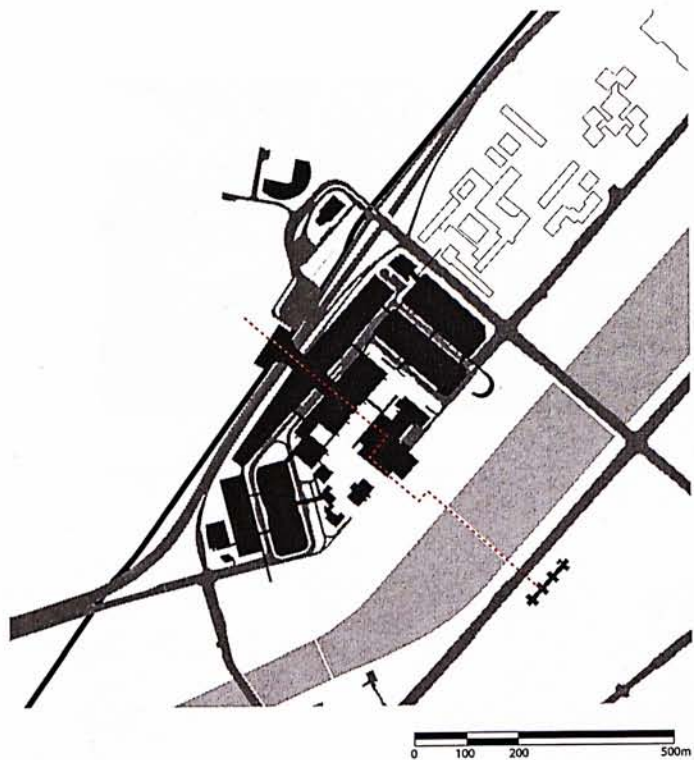
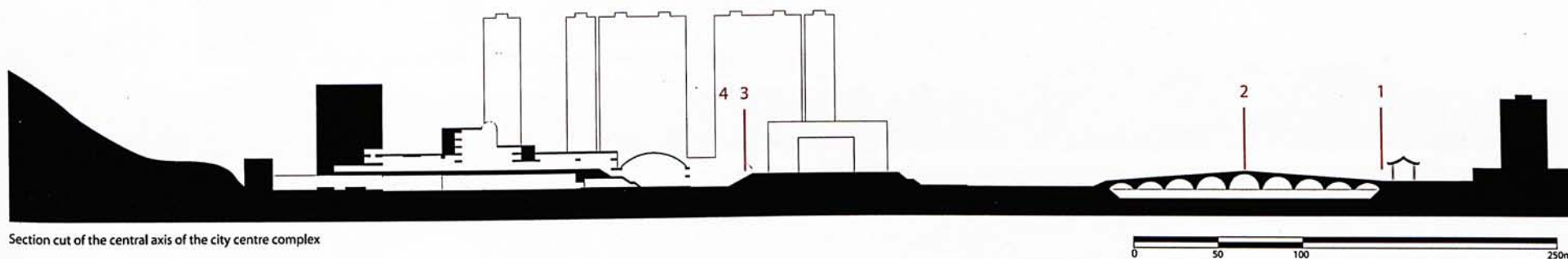


Photo taken along the central axis of exterior spaces



Section cut of the central axis of the city centre complex

Drawings reference from Mr.KY MAK

SPATIAL ARRANGEMENT:THE MAJOR AXIS C-2-4



7

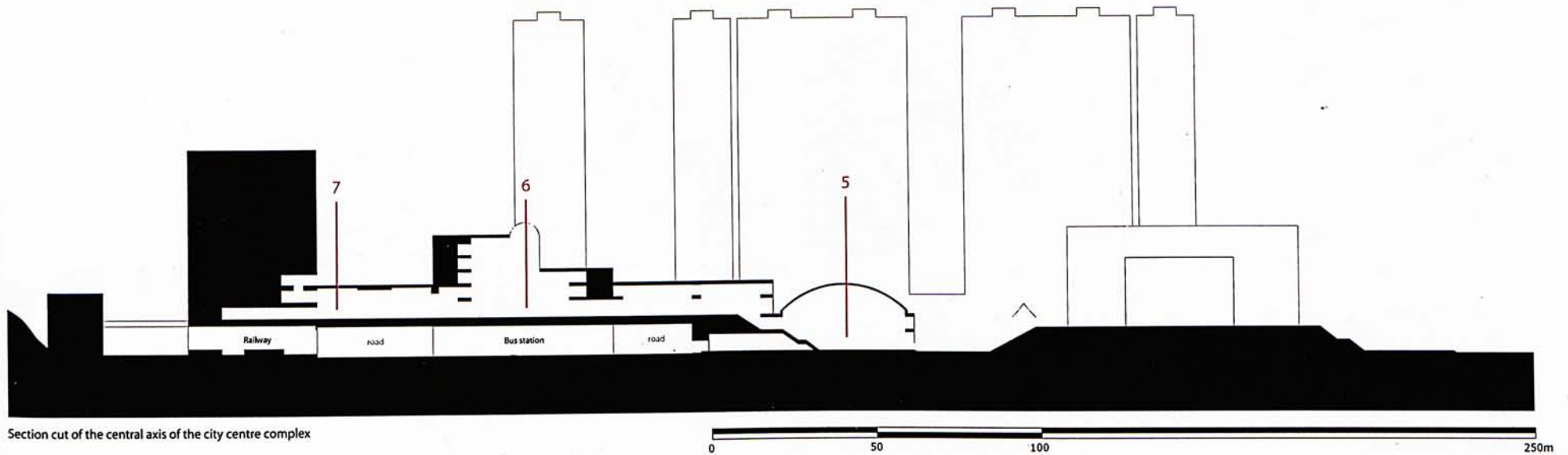


6

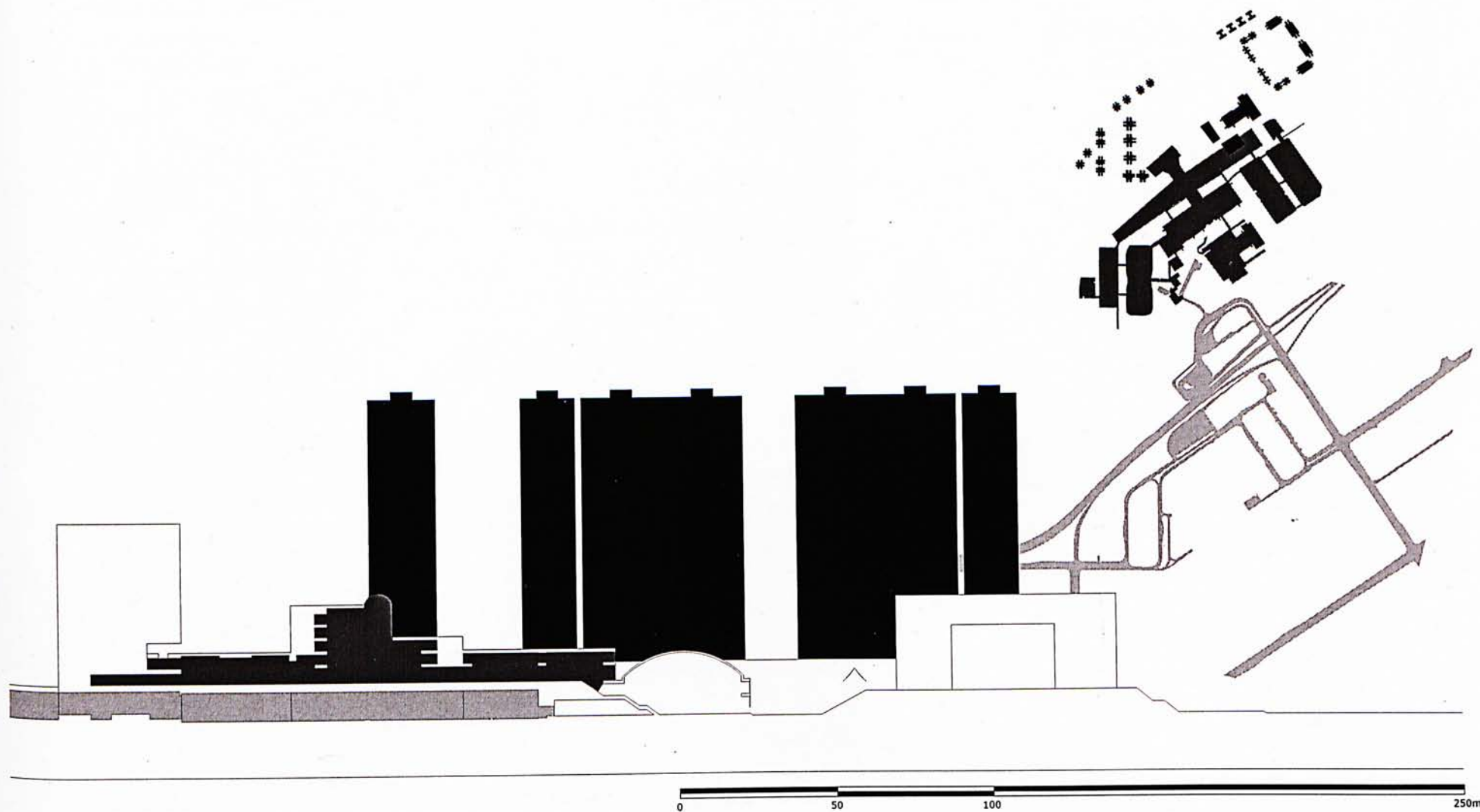


5




Photo taken along the central axis of interior spaces



Drawings reference from Mr.KY MAK



Drawings reference from Mr.KY MAK

-  Road and Transport
-  Shopping and interior Street
-  Residential, Hotels and Offices

SPATIAL ARRANGEMENT:THE LAYERS C-2-5



Project Data

Project name	:	Las Vegas Casinos
Program	:	(Retail)
		(Casino)
		(Even Centers)
		(Office)
		(Hotel)
		(Residential Housing)
		(Chapels)
		(Government / Community Facilities)

Description

Las Vegas Commercial Strip is well-known not only for its casino, but also for its impact on the urban development in a complete desert area. After the development of the strip and the casinos, the city center of Nevada have been shift from the old downtown, Fremont Street, to the strip.

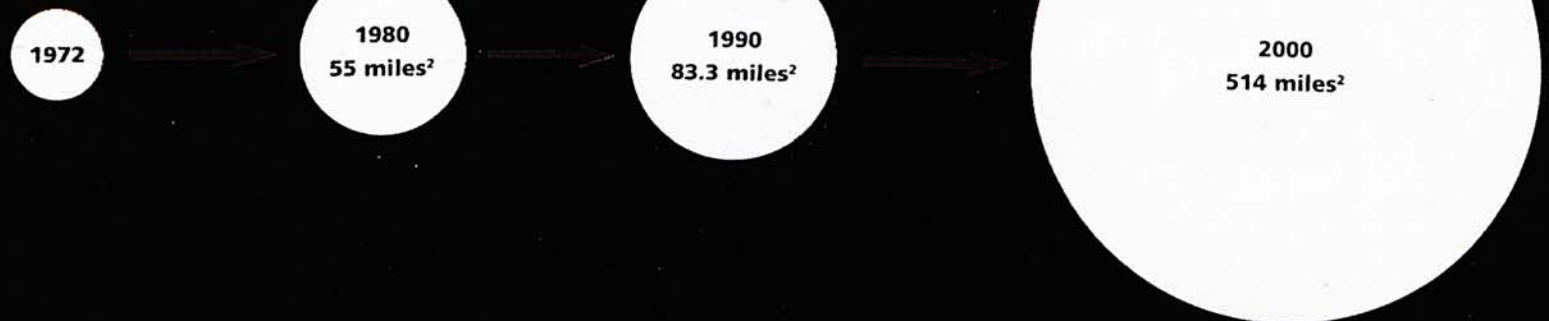
The Strip, 1972



The Strip, 2000

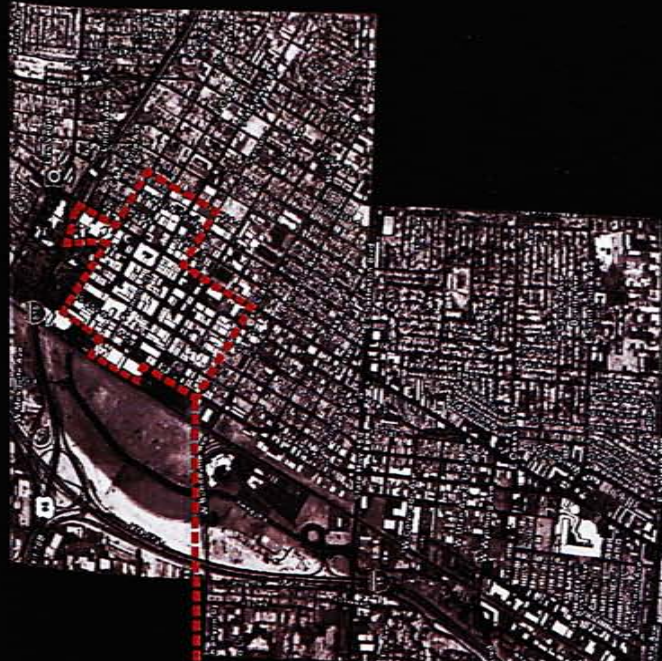


Las Vegas built urban area

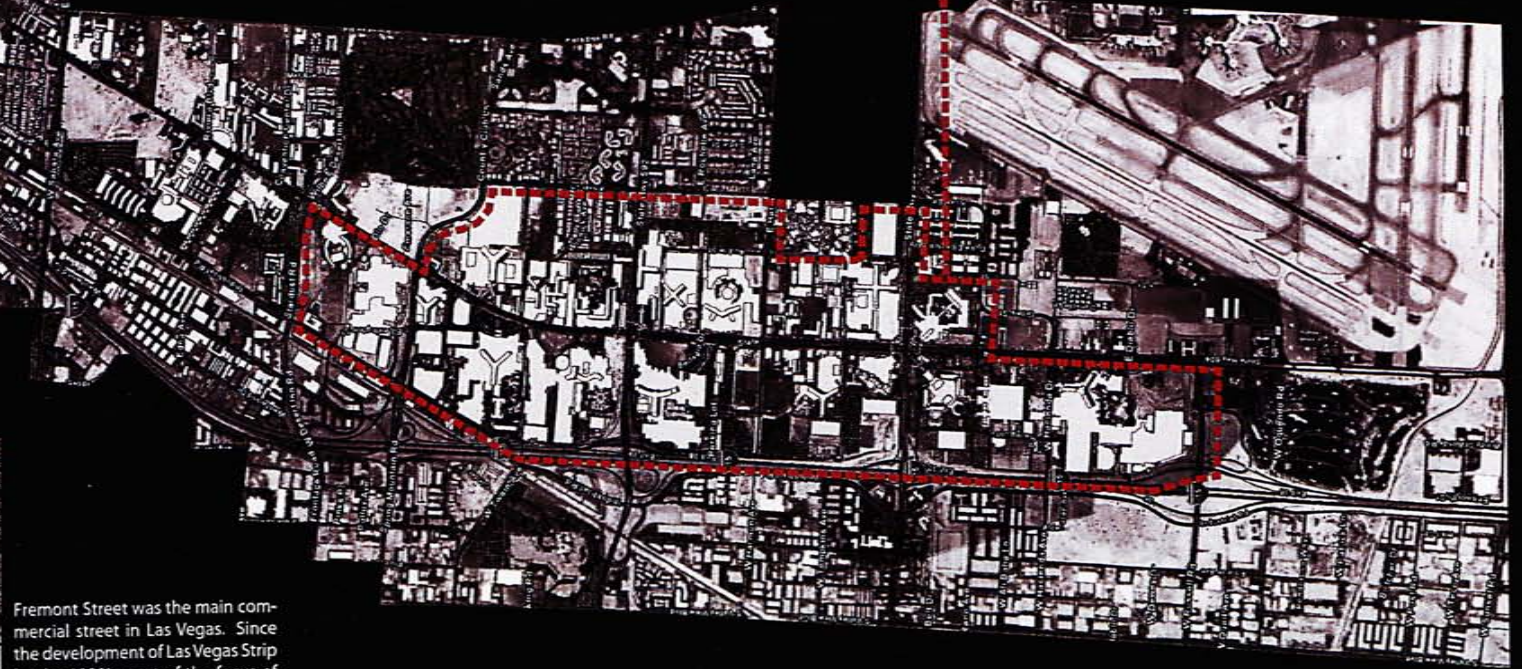


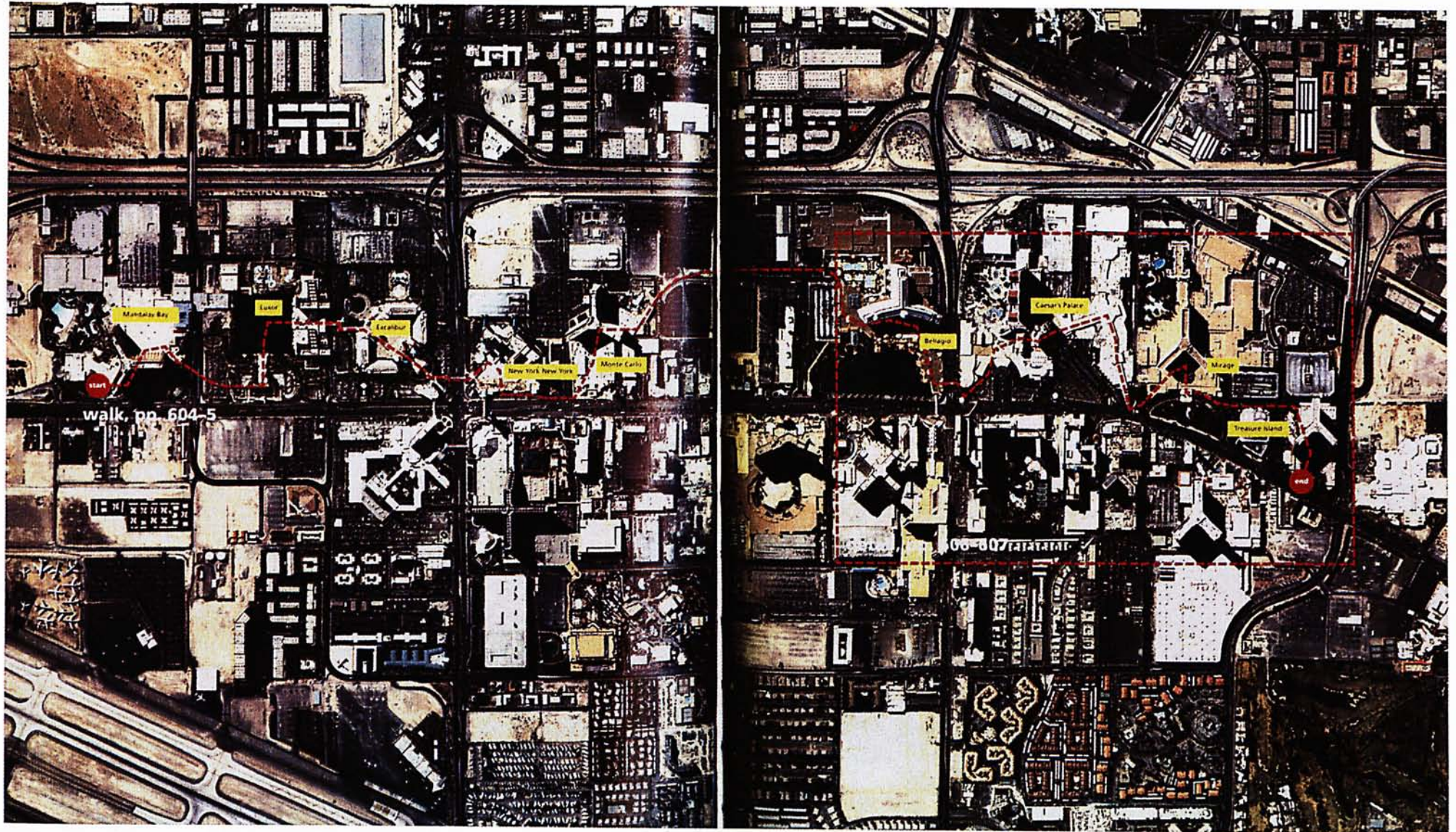
Harvard Design School guide to shopping, Taschen ; Cambridge, Mass. : Harvard Design School, 2001

By 1980s, since the development of Las Vegas Strip, the focus of the city moved from Fremont Street to the Las Vegas Strip.

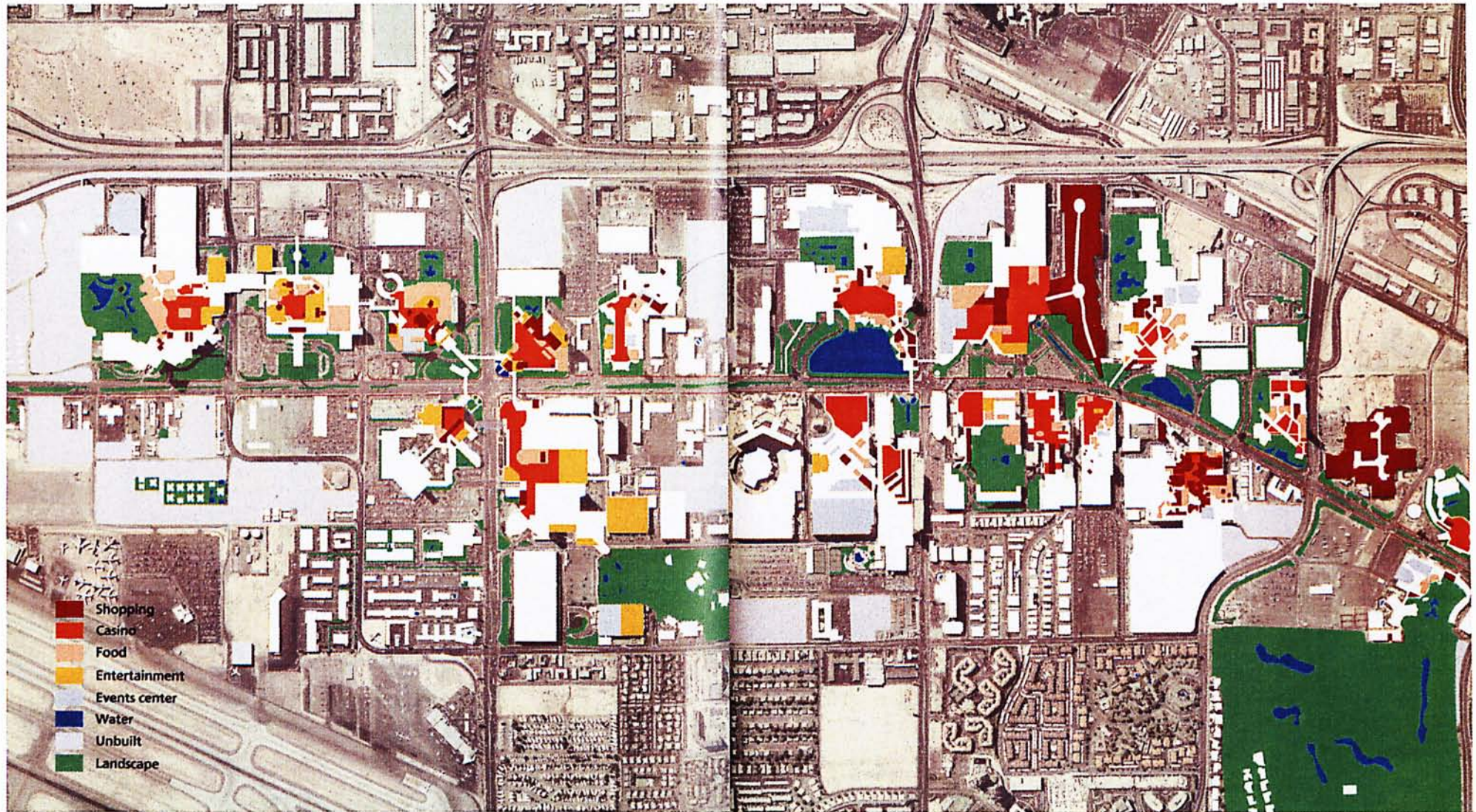


Fremont Street was the main commercial street in Las Vegas. Since the development of Las Vegas Strip by the 1980's most of the focus of the resort economy in Las Vegas shifted to The Strip, yet downtown Fremont Street remained but it is now facing urban decline.





Harvard Design School Guide to Shopping, Köln : Taschen ; Cambridge, Mass. : Harvard Design School, 2001.



Harvard Design School Guide to Shopping, Köln : Taschen ; Cambridge, Mass. : Harvard Design School, 2001.

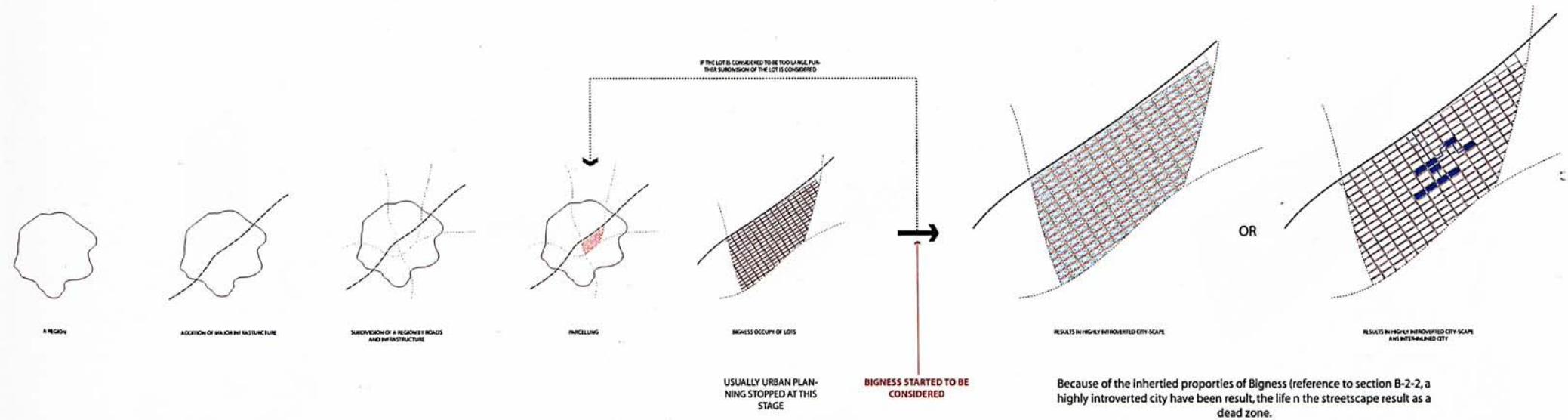
D RESEARCH SUMMARY

D-1 Research Summary

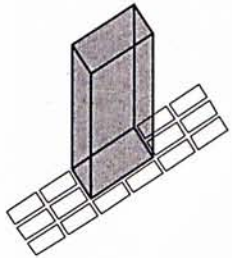
- D-1-1 Bigness in Typical Urban Development
- D-1-2 Bigness in Government Proposed Urban
Redevelopment Process
- D-1-3 Shopping and Recreational Buildings as
the Major Typology of Bigness

D-2 Refinement of Design Thesis and Thesis State
ment

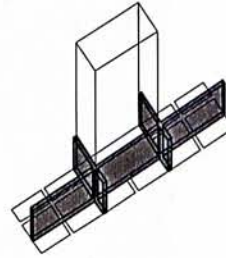
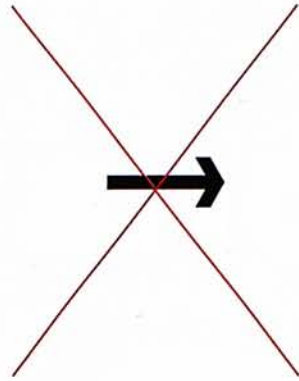
- D-2-1 Refinement of Thesis Statement
- D-2-2 Refinement of Design Thesis Issue



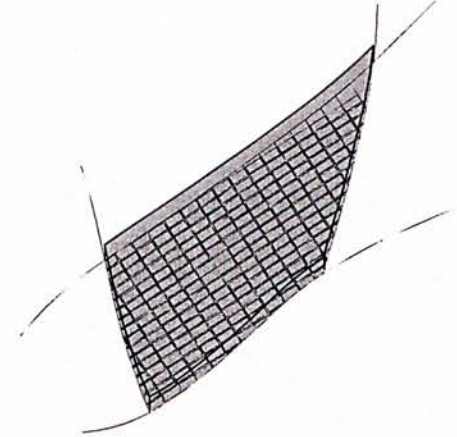
With the detail study and understanding of the properties of Bigness and its status in the whole urban development process, we can see that Bigness has tremendous impact on the whole city. The impact can be positive in terms of program and dollar generated. While most of the adverse impact are on the architectural, spatial and formal aspect of the whole city-scape. However, it is the only problem of Bigness? Indeed, it is not necessary is the problem of Bigness that result in poor spatial quality in city-scape, but the poor consideration and understanding of the characteristics of Bigness make the poor quality of city-scape happened. In the other words, *it is the process of consideration of Bigness in the Urban development but not the Bigness itself.*



POINT



LINES



AREA

The intention of the use of Bigness in government regeneration proposal is to use it to initiated the whole region from a single point then to the street and further to the whole district. However, this process actually stopped once the Bigness have been developed due to the fact that Bigness is itself highly introverted. *The impact from point, line to district only exists in the economic and programmatic level but does not exist in the spatial and formal level.* That is to say, the life of improve only in terms of money generated but not in form of quality.



"... And Then There Was Shopping

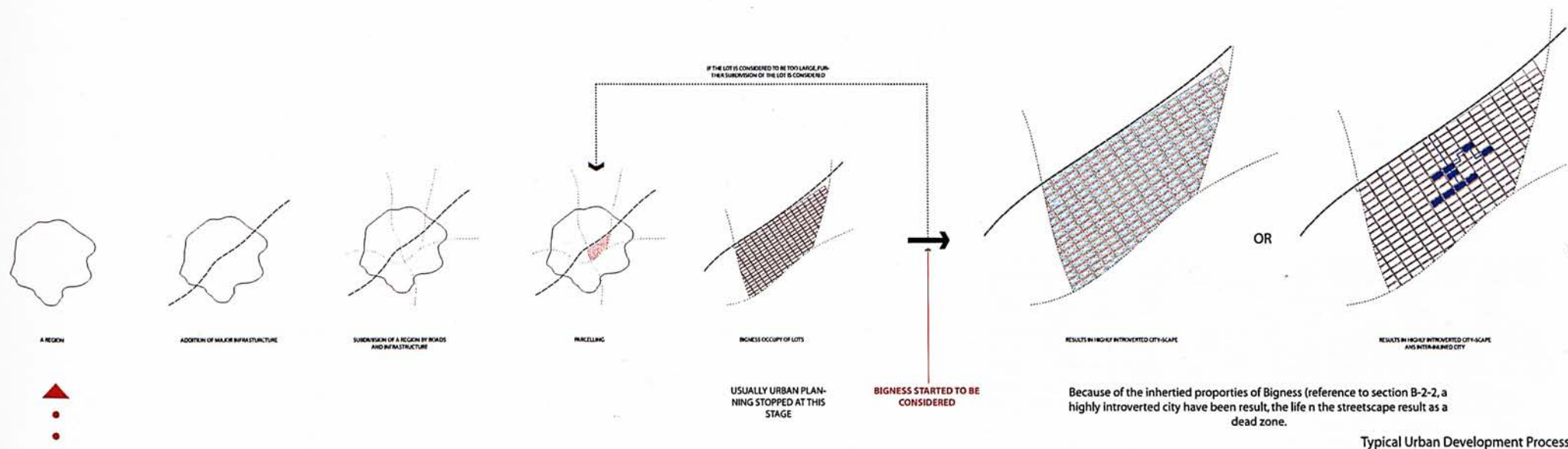
Not only is shopping melting into everything, but everything is melting into shopping....."

".....Shopping is the medium by which the market has solidified its grip on our spaces, buildings, cities, activities, and lives."

Thesis Statement

The existence of Bigness, particularly shopping and recreational complex, exemplifies the rapid transformation of Hong Kong and Chinese cities. In response to this in-escapable phenomenon, the thesis attempts to explore and re-invent the capability and possibility of the use of Bigness in the urban transformation and redevelopment in terms of not only programmatic but also formal and spatial strategies.

Shopping and recreational complex is taken as my point of departure to further explore in the design experimentation. Yau Tong Bay, a dilapidated and homogenous area, is chosen as a testing ground for experimentation.



Thesis Design Issue

Instead of taking Bigness as a point generator in the middle of whole urban development process, I am trying to take it as the initiator and as a strategy in the whole urban design process. The intention is make the whole urban development process result not only in programmatic and economical improve but also result in spatial improvement.

In this thesis, shopping and recreational complex would be chosen as a testing ground and the dilapidated site Yau Tong Bay would be chosen for design experimentation.



The Chinese University of Hong Kong
Department of Architecture
Master of Architecture
2005-2006

E SITE SELECTION

E-1 Site Options

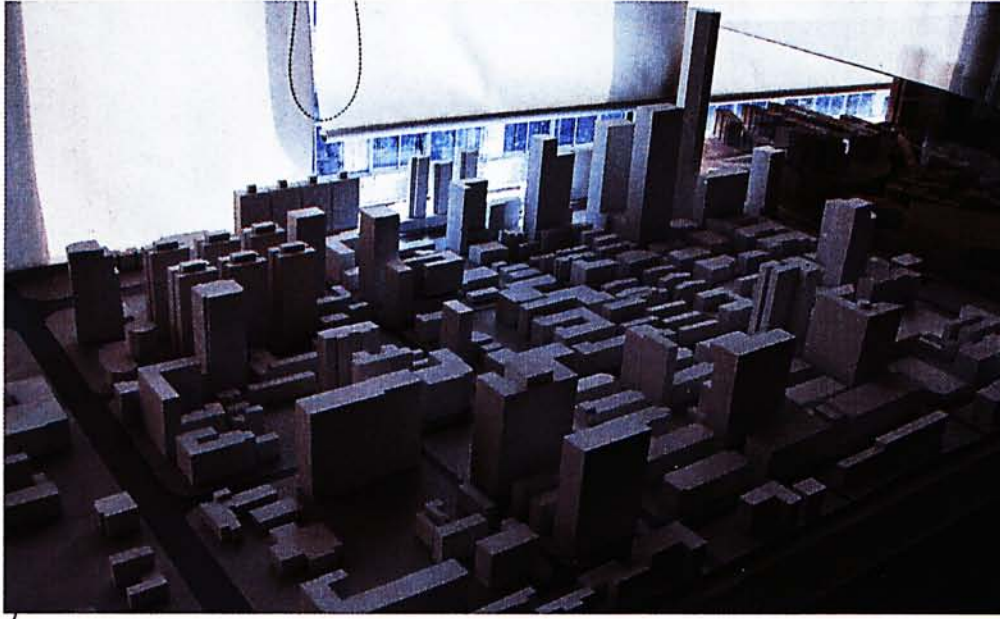
E-1-1	Site Option 01 - Shenzhen
E-1-2	Site Option 02 - Yau Tong Bay

E-2 Confirmed Site for Further Design Experimentation

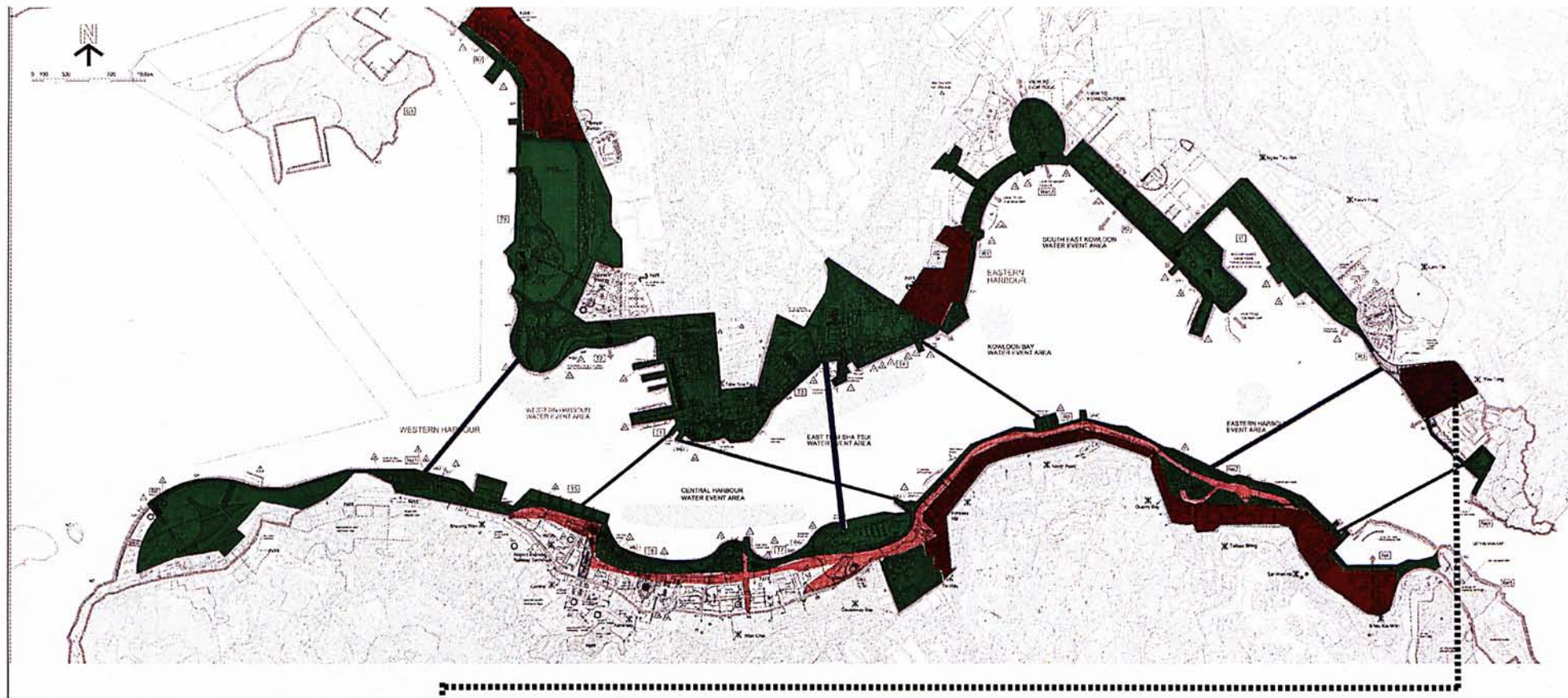
With reponse to the theory of Bigness, there are two approaches to further this theory, one is to search for a project that fit for the theory of "Bigness" as described by Rem Koolhaas' theory. The other is to further elaborate and extent the theory in a new dimensions that is not only about architectural design in building scale and the theory of Bigness should extent to the urban scale design.

At this stage both options are first analysis by select sites for both approaches.

Two options have been found. One is in Mainland China, the other is in Hong Kong context

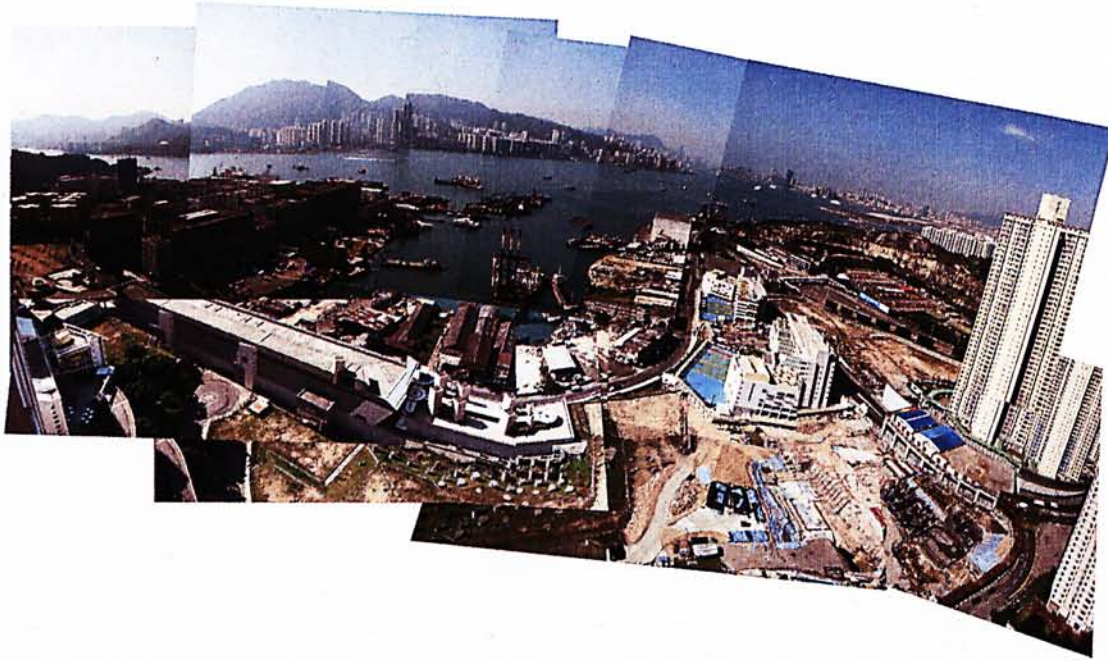


This is an real project to be proposed by an international architectural firm called Urbanus. The program is an mega-structure with hovtel, service apartments and shopping mall. With the basic formal studies, this project is obviously a project of about Bigness and directy response to Rem Koolhaas' theory.



The site Yau Tong Bay is picked as the point of exploration because of two reasons:

1. Yau Tong Bay situated at the junction point between the end of the Kowloon side and Hong Kong side of waterfront recreation and entertainment strip, which is considered to be the biggest recreation and entertainment zone in Hong Kong.
2. Because of unclear zoning (CDA) exists in the existing government proposal and zoning plan with respect to the whole harbour front development. The site of Yau Tong Bay offer a very good opportunity to test and extend the theory of Bigness in urban scale.



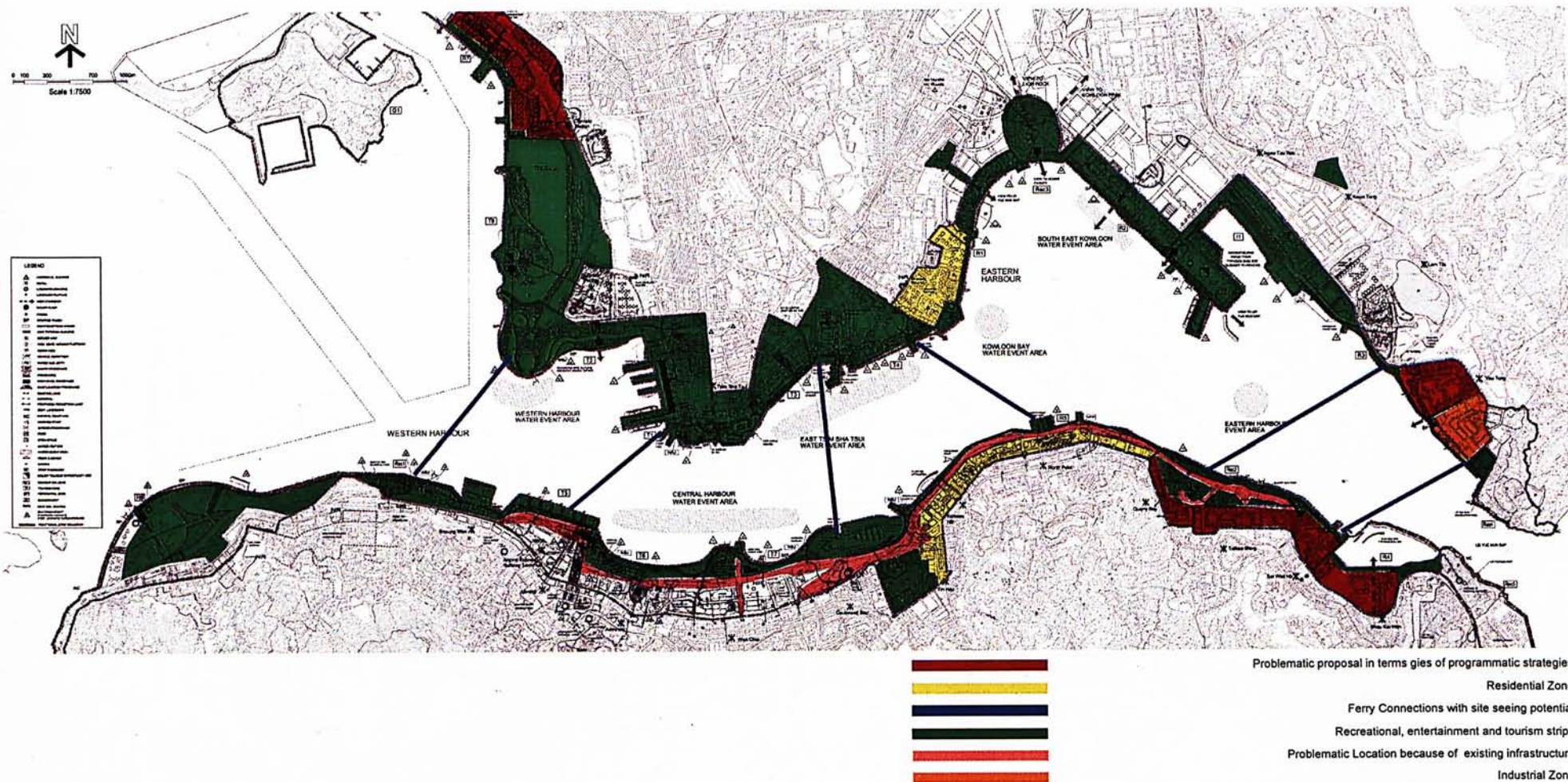
The Yau Tong Bay have been choosen to be the siteto further the design experimentation since it got more potential to extent the theory and have a very important contribution to the development of the Whole Victoria Harbourfront development

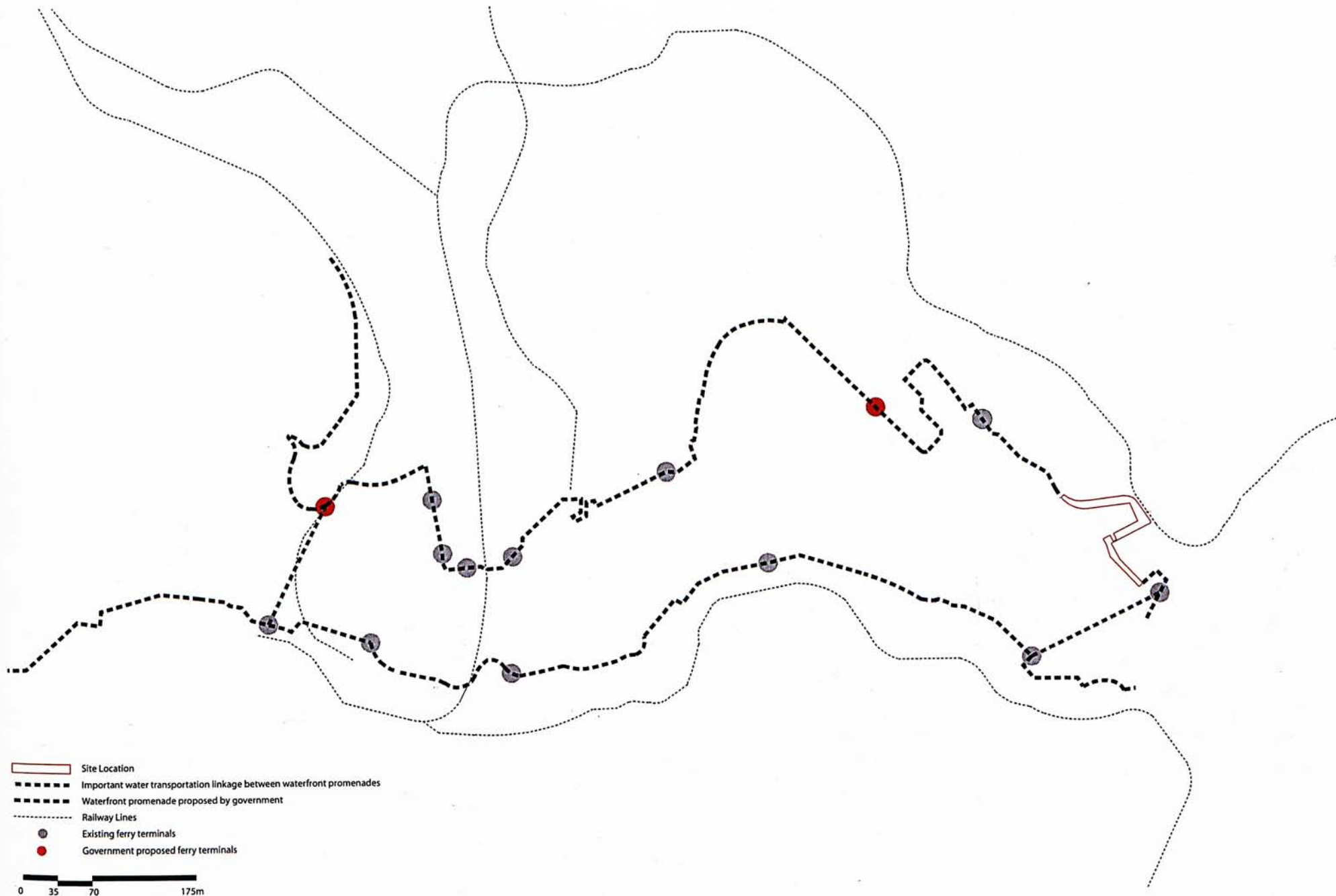
F SITE RESEARCH

F Site Survey and Analysis

- F-1-1 Regional Context
 - F-1-1-1 Regional Mapping 01
 - F-1-1-2 Regional Mapping 02
 - F-1-1-3 Potential Program
 - F-1-1-4 Potential Events
- F-1-2 Neighbourhood Context
 - F-1-2-1 Visual Survey
 - F-1-2-1-1 Visual Survey (1) - Aerial
 - F-1-2-1-2 Visual Survey (2) - Panorama
 - F-1-2-1-3 Visual Survey (3) - Vantage Points
 - F-1-2-1-4 Visual Survey (4) - View from SWH
 - F-1-2-1-5 Visual Survey (5) - Materiality in Factory
 - F-1-2-1-6 Visual Survey (6) - Existing in Factory
 - F-1-2-2 Mapping Existing Context
 - F-1-2-2-1 Building Typology
 - F-1-2-2-2 Attractors
 - F-1-2-2-3 Transportation System
 - F-1-2-2-4 Scale Comparison
 - F-1-2-2-5 Programmatic Comparison
 - F-1-2-3 Diagrams
 - F-1-2-3-1 Indentify Problems - Existing Condition
 - F-1-2-3-2 Indentify Problems - Govn't Proposal
 - F-1-2-3-3 Potential by Bigness

The whole harbourfront context is analysis and understand so that the design of the Yau Tong site would not only bounded by the site boundary but being able to extent endlessly to the whole harbour front development.





REGIONAL MAPPING 02 - WATERFRONT LOOP F-1-1-2

Potential Programs for Yau Tong Bay in response to the waterfront loop as regional strategies

Recreational Programs including

1. *Park*
2. *Retails*
3. *Water-Related Sports Facilities*
4. *Performance Space*
5. Hotel / apartment
6. Residential (see note 1)
7. Office (see note 1)

would be suggested to complete the whole loop of waterfront as walkable infrastructure which serve the following target groups

- a. Touristic entertainment / recreational strip as a whole
- b. Pedestrian waterfront which link up different parts of major touristic attractors, business district and residential areas.

Notes

1. Residential and Office development would also be incorporate in the Yau Tong Bay so as to respect the economic and development proposal suggested by the government
2. The Italic programs are the major programs suggested for the target to be meet by this design thesis

Potential Events

Yearly Events

1. Victoria Harbour-front Marathon
2. Triathlon (Swim, Bike, Run)
3. Festival Event Viewing Platform (e.g. Fireworks)



Marathon



Triathlon



Yearly Festival Events



Water-Sports



Yacht Sailing



Windsurfing

Monthly Events

1. Performance
2. WindSurfing and Yacht Sailing Competition
3. Water Sport Competition



Cruise Trip



Dining



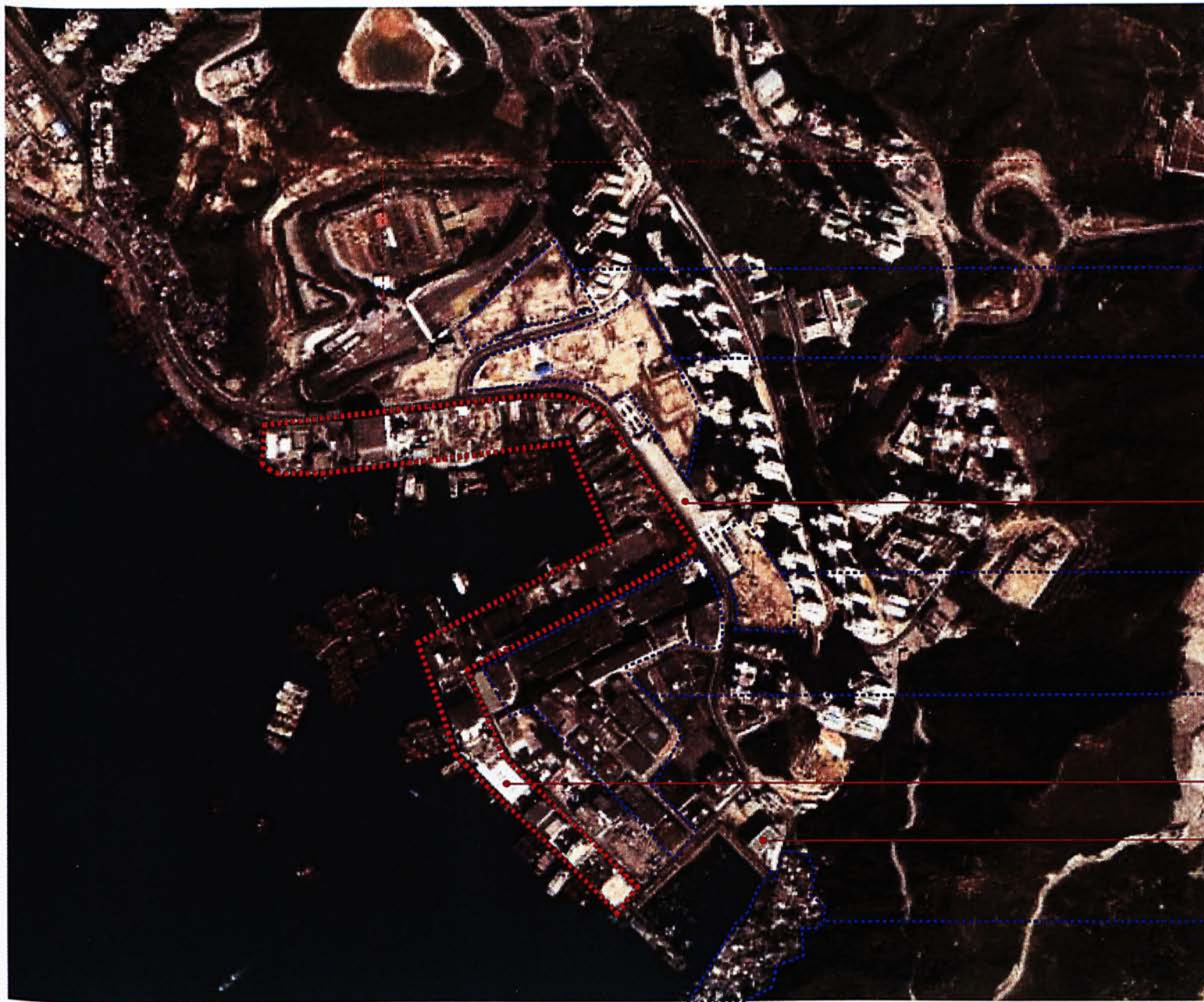
Communal Activities

Daily Events

1. Sightseeing
2. Cruise Trip
3. Lunch, Dining and Shopping
4. Water-sport training
5. Viewing platform for "The Symphony of Light"
6. Communal activity: Jogging, Tai Ji, Fishing etc.

F-1-2 Neighbourhood Context

- F-1-2-1 Visual Survey
 - F-1-2-1-1 Visual Survey (1) - Aerial
 - F-1-2-1-2 Visual Survey (2) - Panorama
 - F-1-2-1-3 Visual Survey (3) - Vantage Points
 - F-1-2-1-4 Visual Survey (4) - View from SWH
 - F-1-2-1-5 Visual Survey (5) - Materiality in Factory
 - F-1-2-1-6 Visual Survey (6) - Existing in Factory
- F-1-2-2 Mapping Existing Context
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 - F-1-2-2-4 Scale Comparison
 - F-1-2-2-5 Programmatic Comparison
- F-1-2-3 Diagrams
 - F-1-2-3-1 Indentify Problems - Existing Condition
 - F-1-2-3-2 Indentify Problems - Govn't Proposal
 - F-1-2-3-3 Potential by Bigness



Proposed Site for Design Experimentation
(original Shipyard site)

High-rise residential development
to be completed on 2008

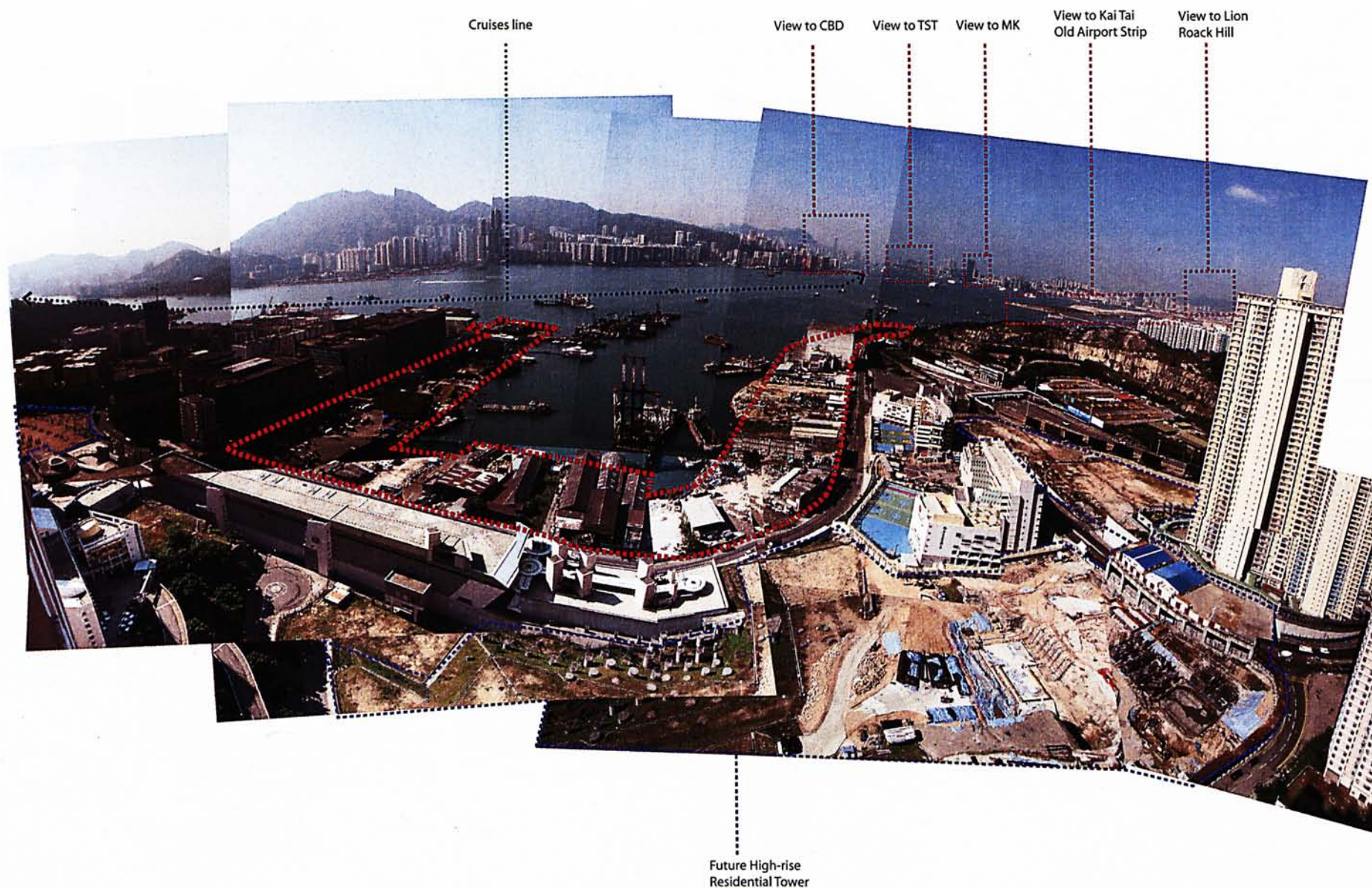
Yau Tong MTR Station

Industrial Buildings

Fish Market

Lei Yun Mun Community Center

Attractor: Lei Yun Mun Seafood Restaurants



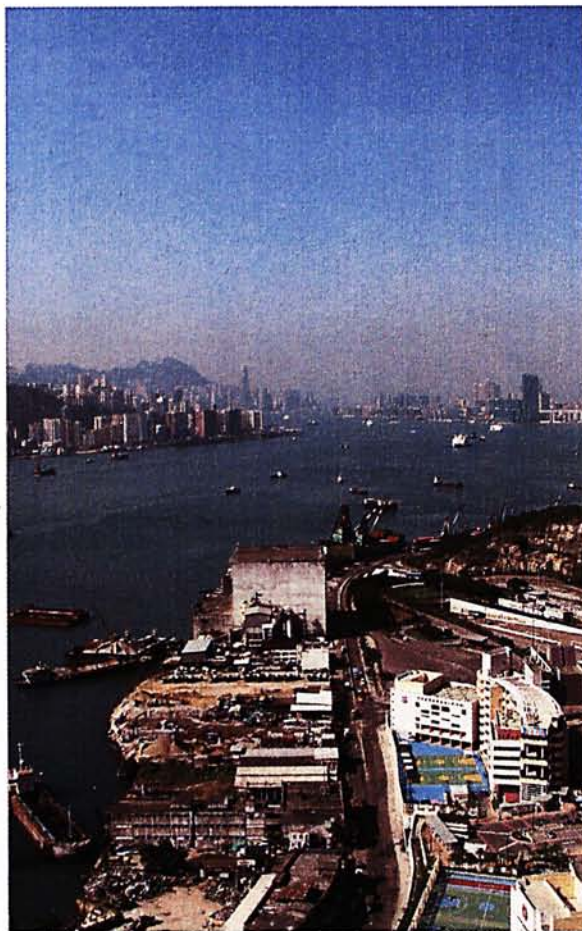


- Proposed Line of Water-Land Edge
- Site boundary
- View Towards Bank of China
- View Towards IFC
- View Towards TST, Peking Road No.1
- View Towards Lion Rock Hill
- View Towards Coastal Defence Museum

0 35 70 175mm



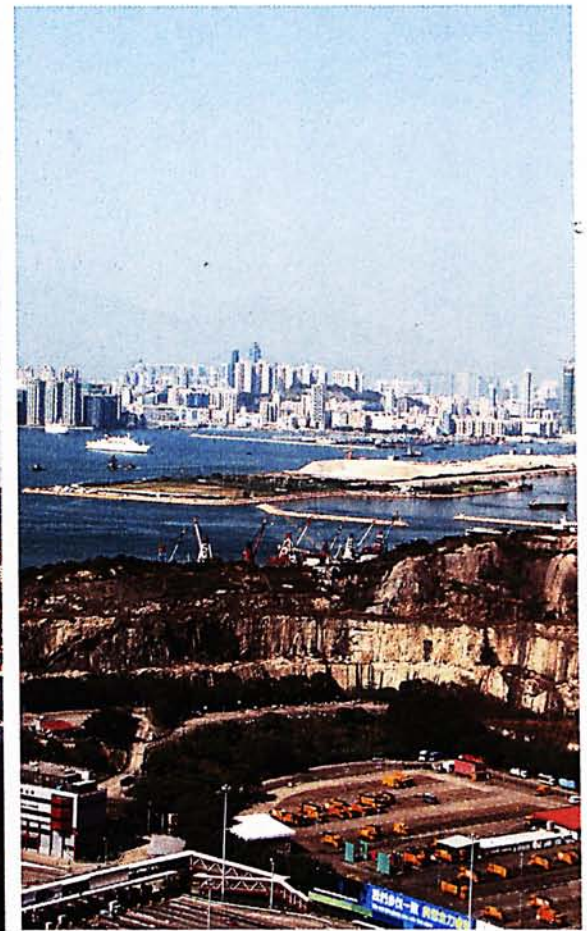
View towards IFC



Best View of the Whole Harbour and FireWorks Event



View towards TST



View towards Kai Tai Old Airport Strip



VISUAL SURVEY (4) -VIEW FROM SAI WAN HO, HONG KONG ISLAND EAST F-1-2-1-4

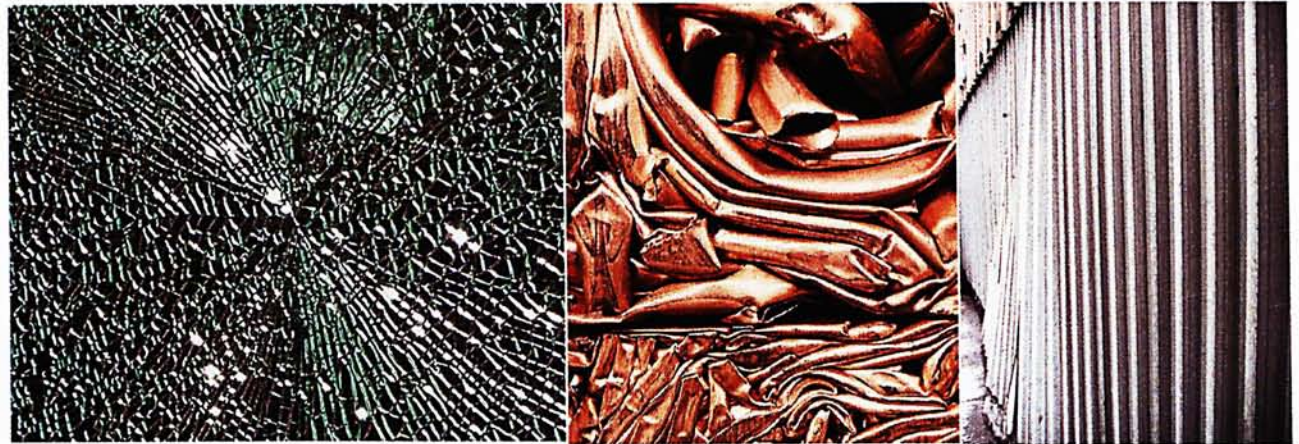


VISUAL SURVEY (4) -VIEW FROM SAI WAN HO, HONG KONG ISLAND EAST (con't) F-1-2-1-4

1. Porosity of Edges

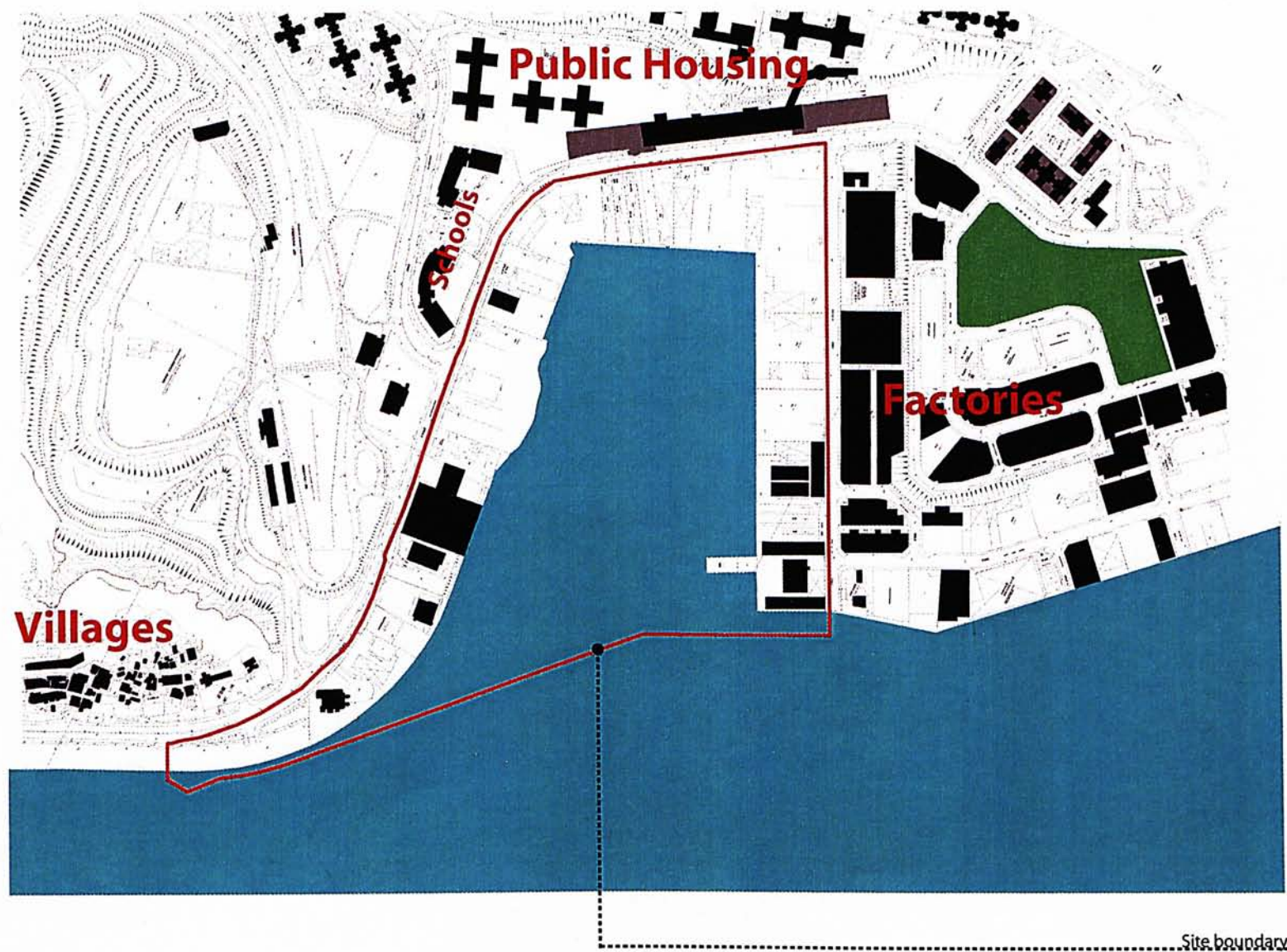


2. Materiality and Textures

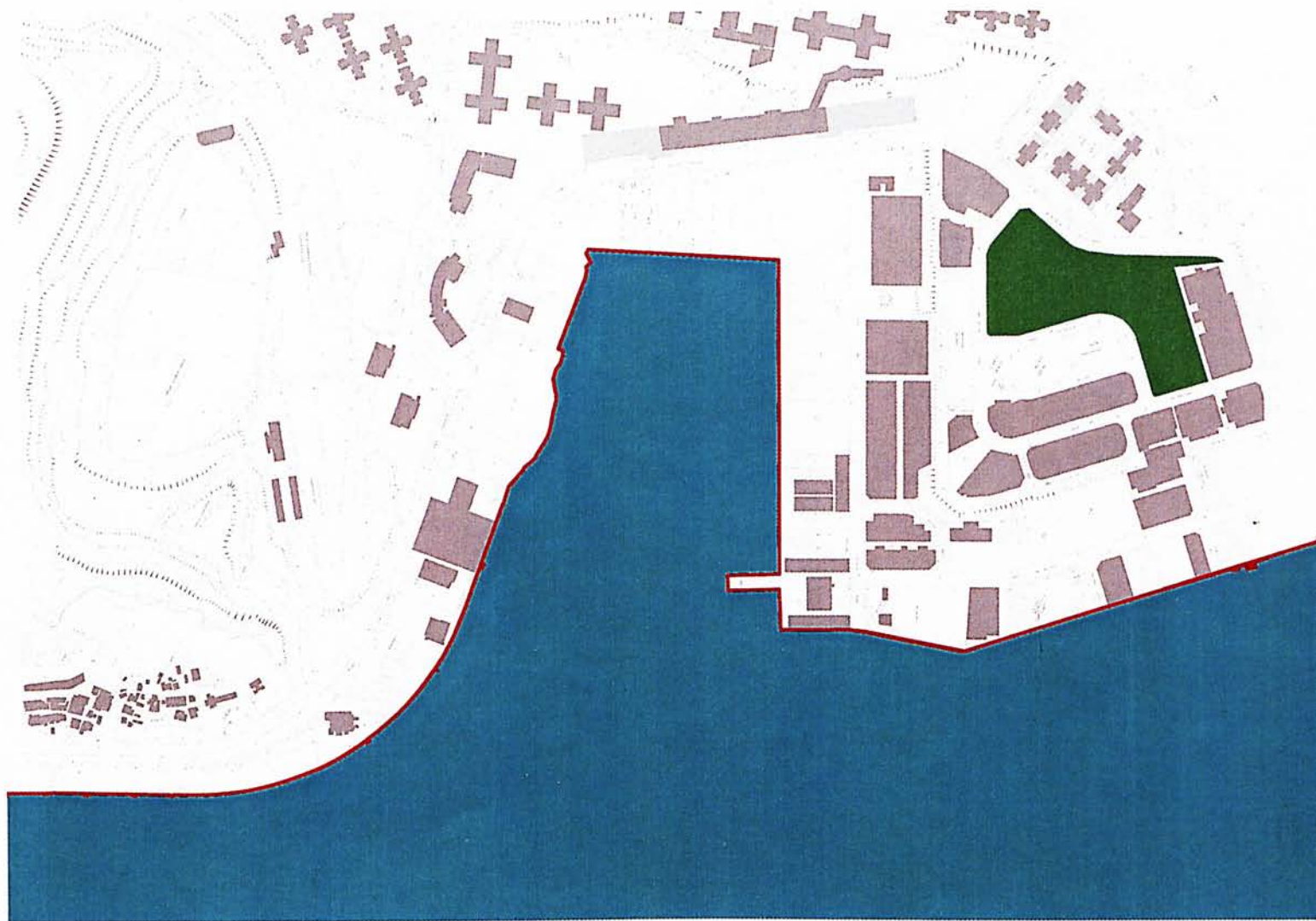


3. Existing Structures and Objects

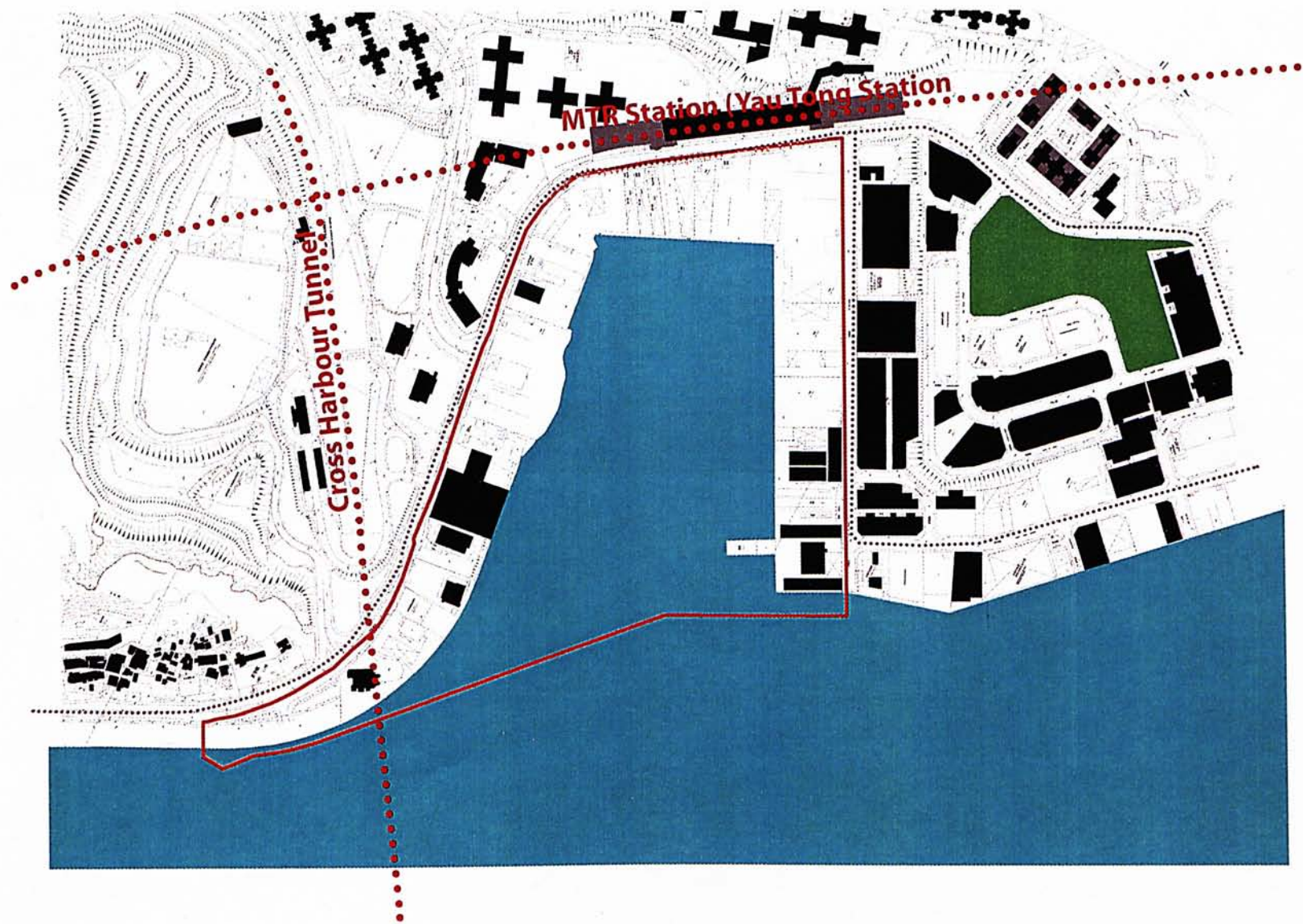




Surrounding Building Typologies F-1-2-2-1

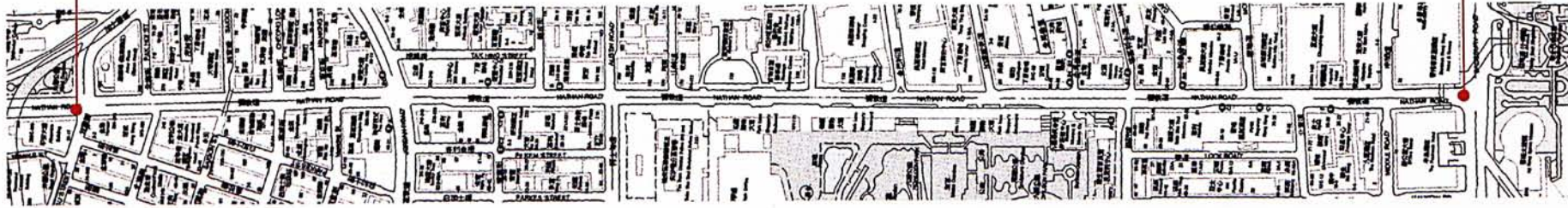


Existing Water front Line F-1-2-2-2

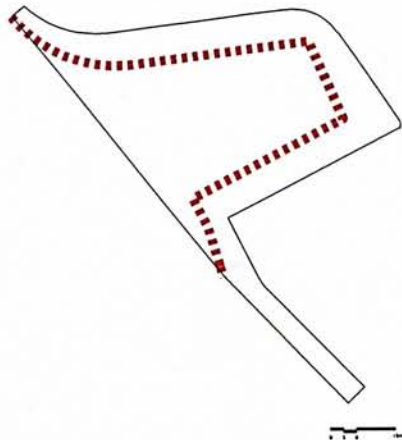


Yau Ma Tei Station

Tsim Shai Tsui



1257m

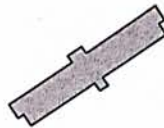


SCALE COMPARSION (1) : SCALE COMPARSION OF THE WATER FRONT LINE F-1-2-2-4

Unite de Habitation, France
Block Depth = 24m



Choi Hung Estate
Block Depth = 17.5m



Kai Wai Estate
Block Depth = 18 m



TYPICAL HOUSING BLOCK DEPTH (BASIC "SLAB TYPE BUILDING BLOCK)

Single Load : around 10 to 15 m depending on the room sizes

Double Load : around 10 to 25 m depending on the room sizes
Christian Ganshirt, Oliver Heckmann, Bettina Vismann, "*Flor Plan Manual Housing*" Birkhauser



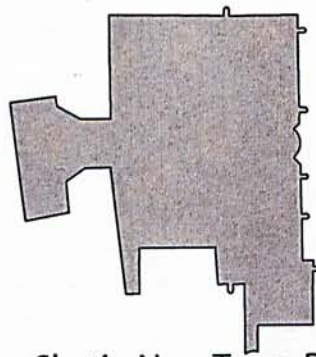
Langham Place

Site Coverage = 10800 sq.m



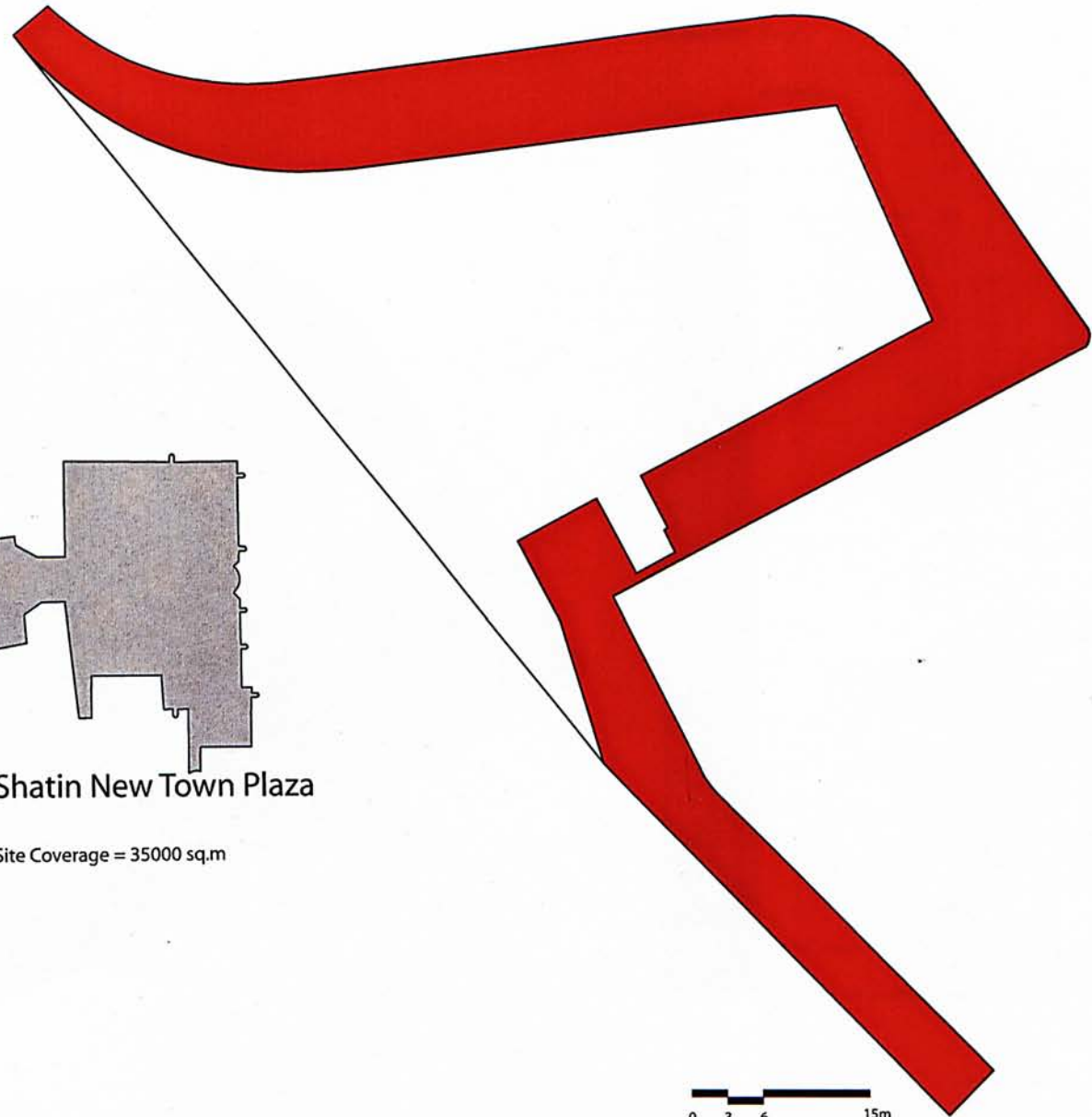
Festival Walk

Site Coverage = 18500 sq.m.



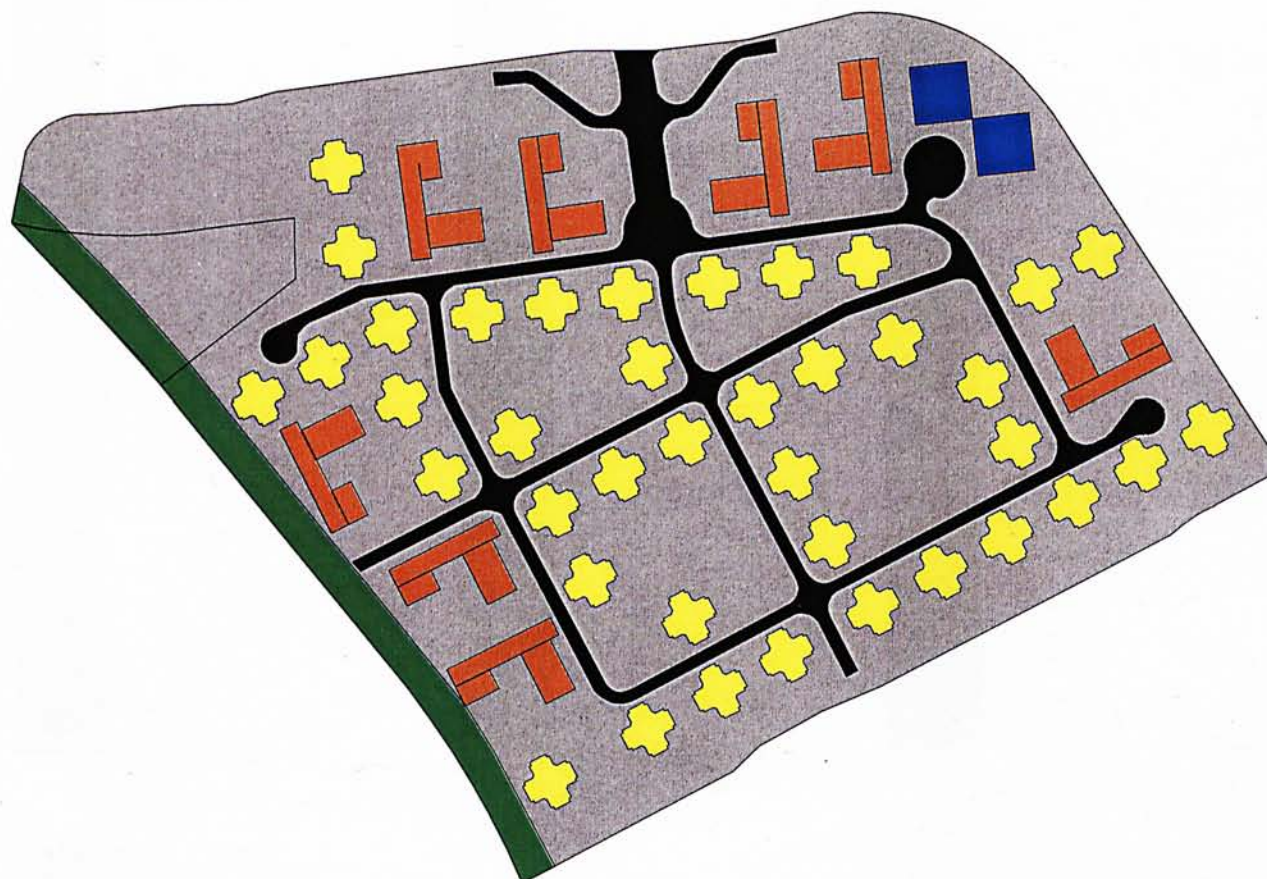
Shatin New Town Plaza

Site Coverage = 35000 sq.m



0 3 6 15m

SCALE COMPARSION(2) : SHOPPING MALLS E-1-2-2-4



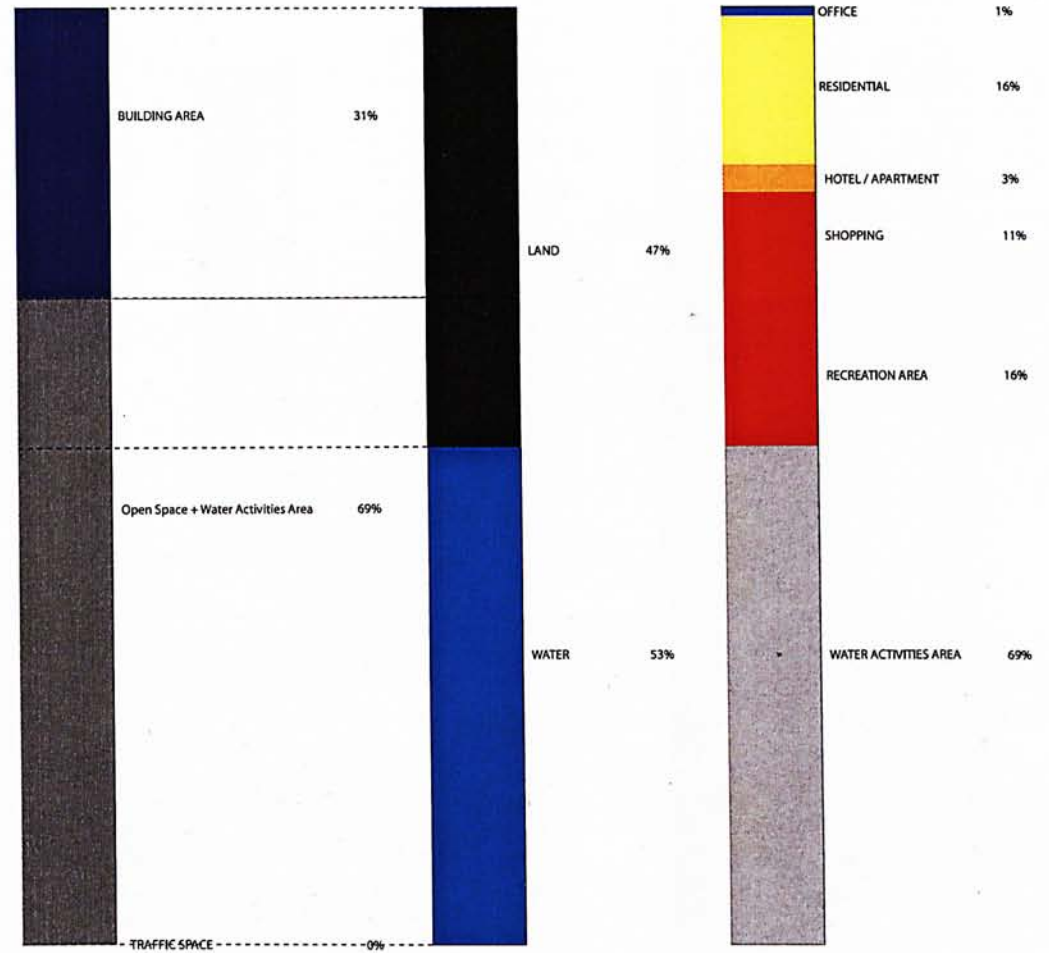
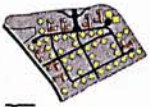
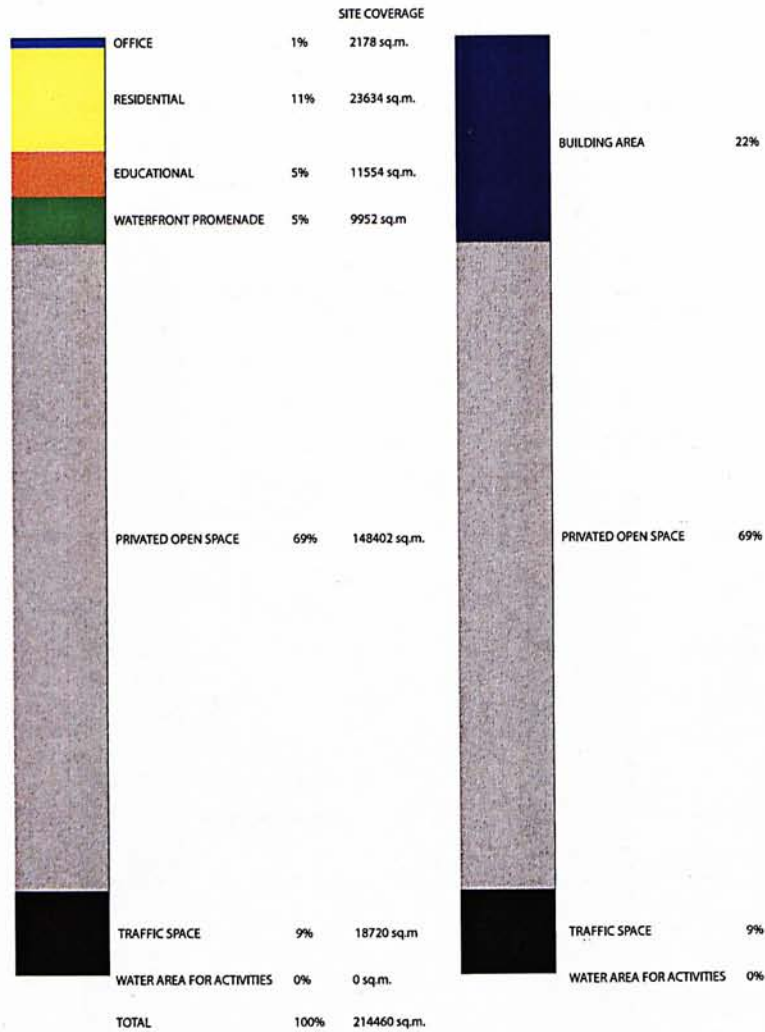
SITE COVERAGE		
OFFICE	1%	2178 sq.m.
RESIDENTIAL	11%	23634 sq.m.
EDUCATIONAL	5%	11554 sq.m.
WATERFRONT PROMENADE	5%	9952 sq.m.
PRIVATED OPEN SPACE	69%	148402 sq.m.
TRAFFIC SPACE	9%	18720 sq.m.
WATER AREA FOR ACTIVITIES	0%	0 sq.m.
TOTAL	100%	214460 sq.m.

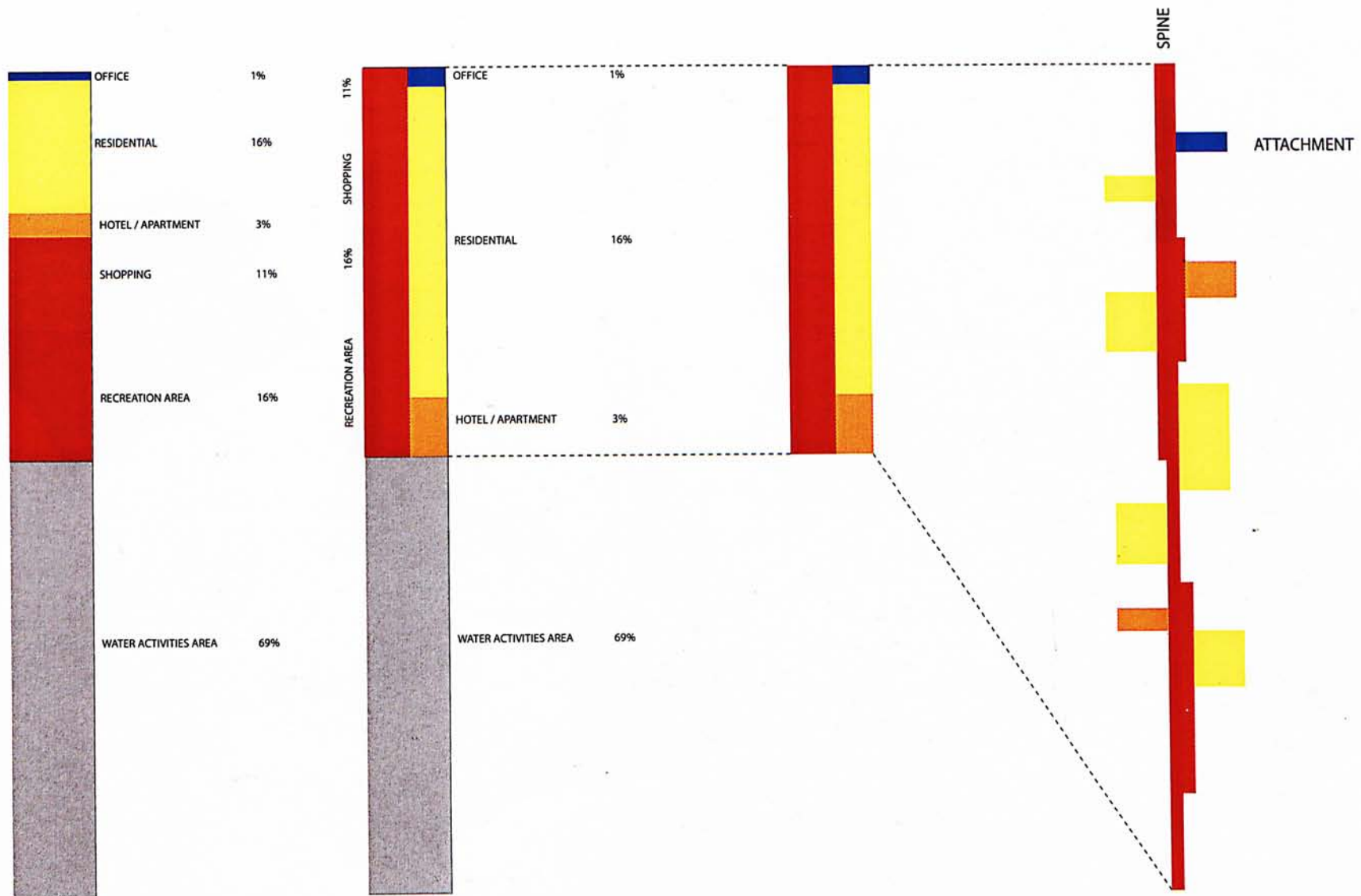
Programmatic Combination of Government Proposal

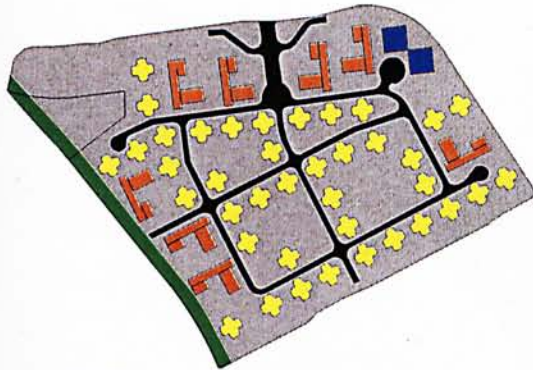
PROGRAMMATIC STUDY_FLOOR AREA STUDY (1) - GOVERNMENT PROPOSAL E-1-2-2-5

Programmatic Combination of Government Proposal

Programmatic Transformation



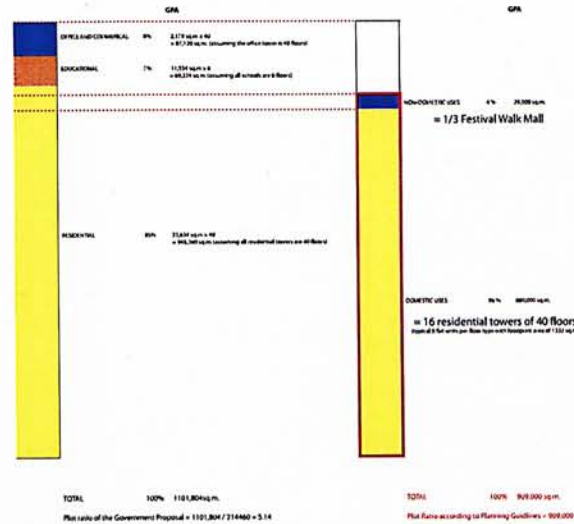




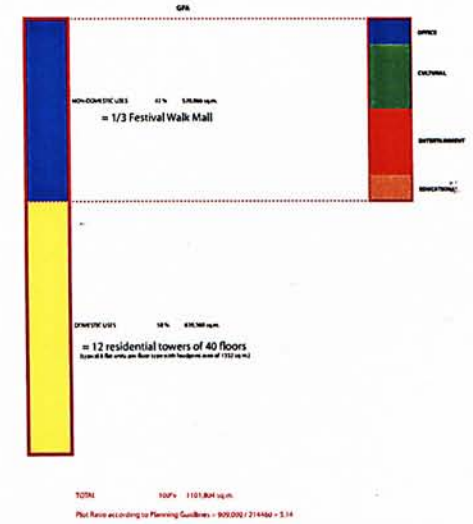
0 3 6 15m



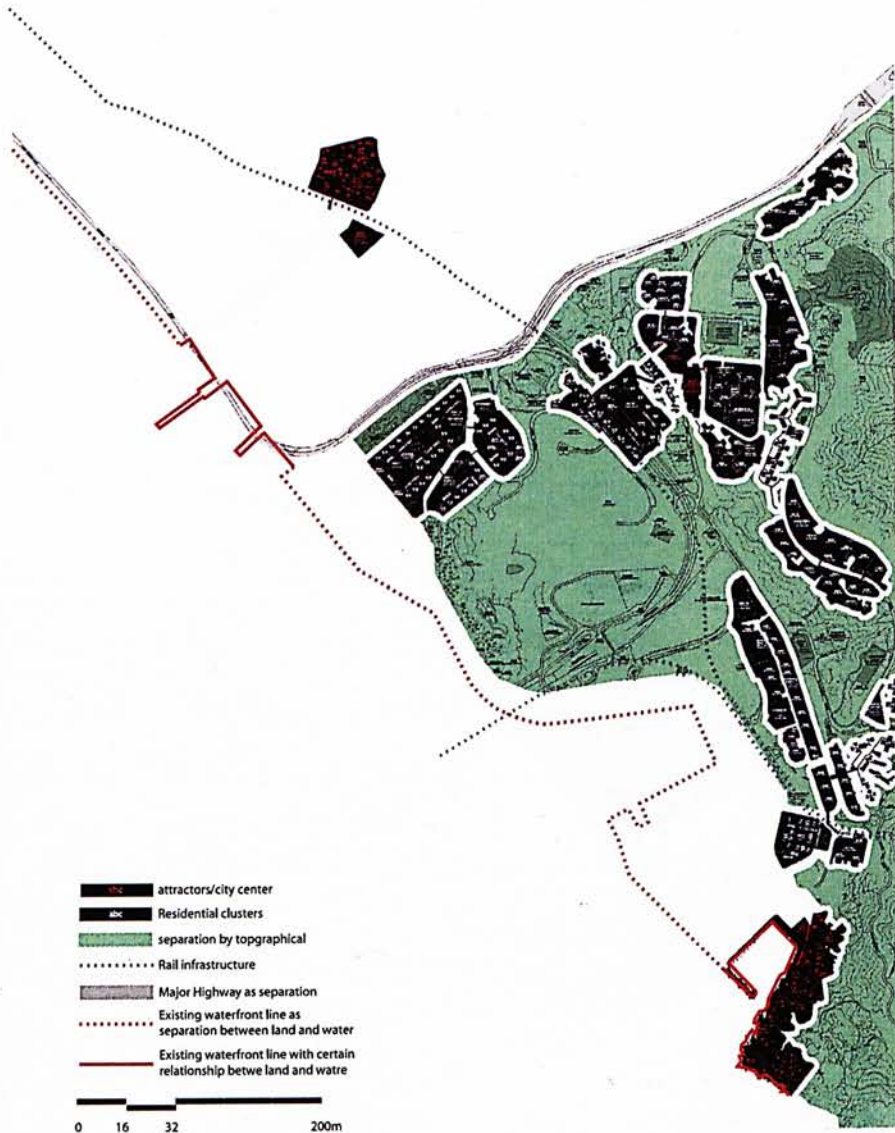
Programmatic Combination of Government Proposal



Programmatic Combination according to Planning Guidelines



Design Intended Programmatic Combination

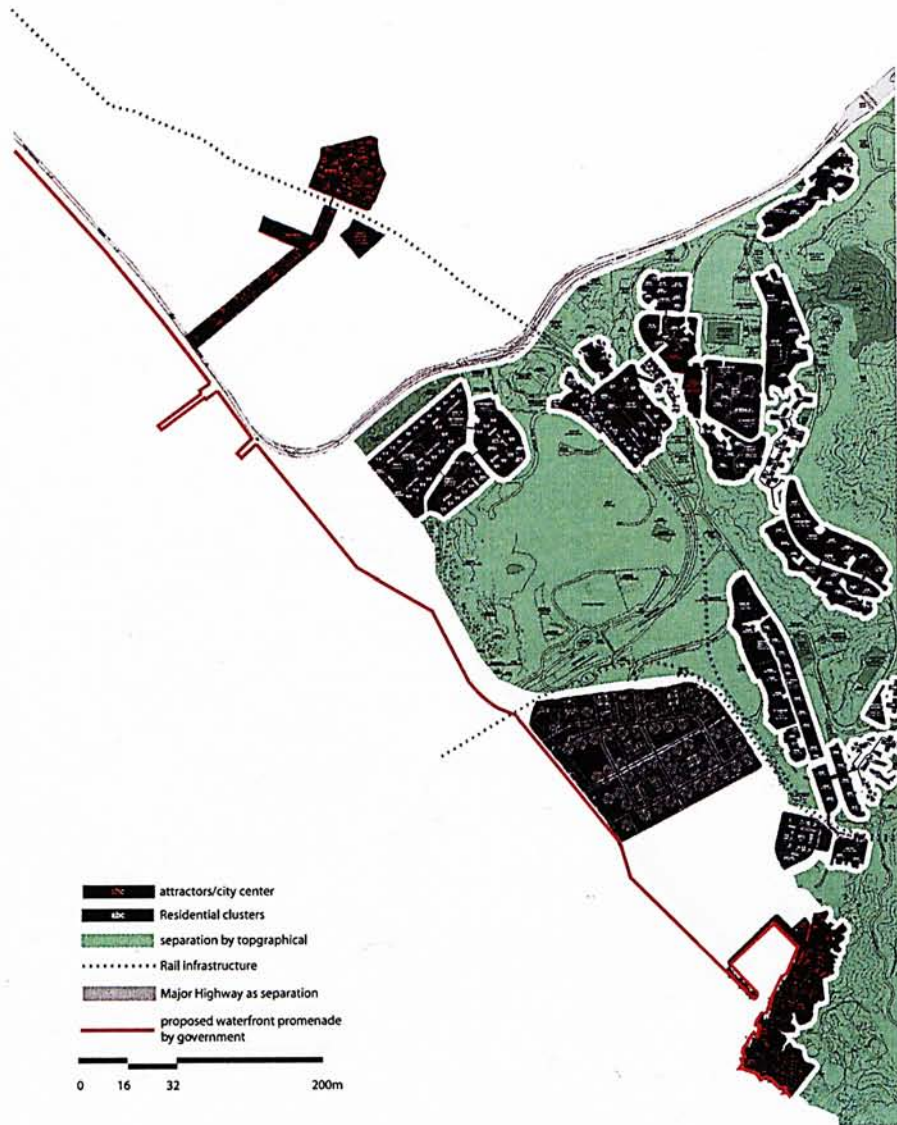


Existing condition- Problem of disjunction and isolation

Disjunction between

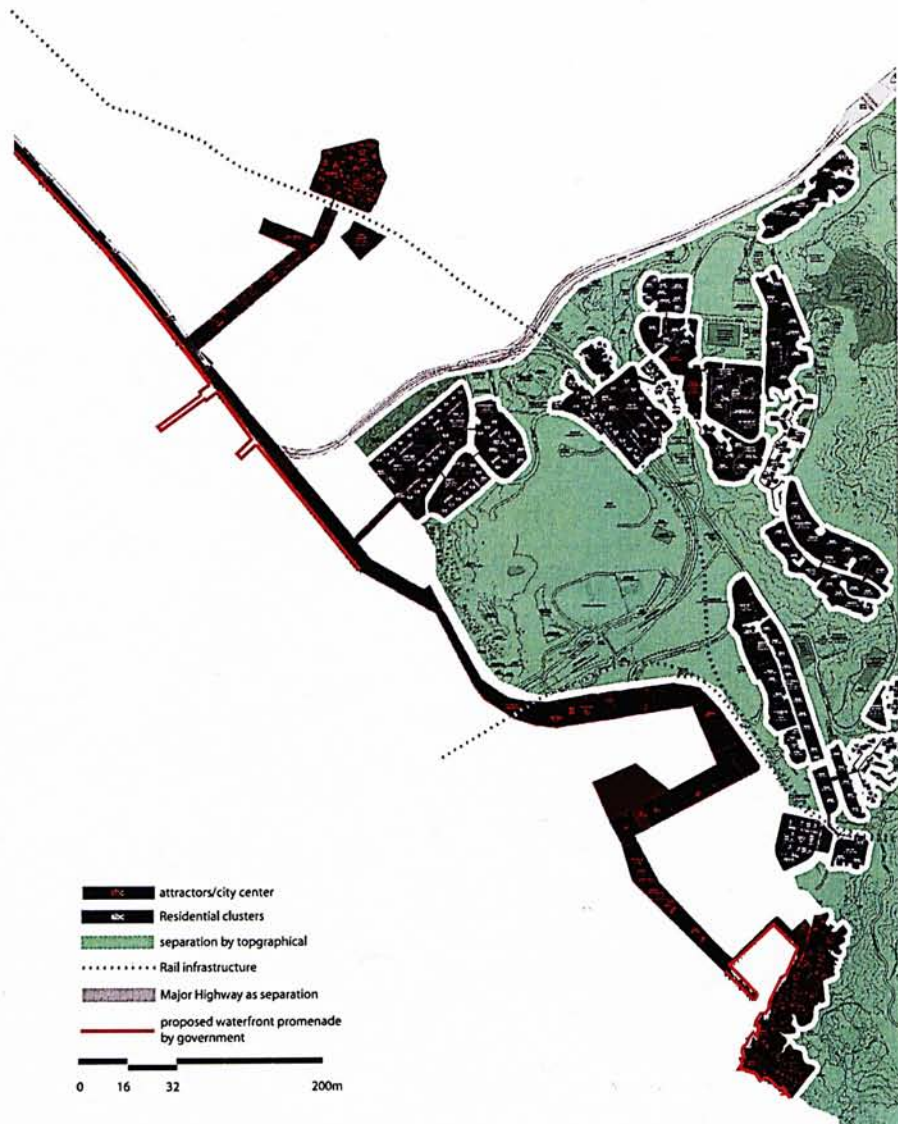
1. The Yau Tong Bay Area and the Kwun Tong City Center (the major commercial, business and communal center of Kowloon East District)
2. Yau Tong Area and the Waterfront
3. Lei Yui Mun, Kuwn Tong and Yau Tong Area

The results is that Lei Yun Mun, an planned touristic spot; Yau Tong residential area and waterfront of the Yau Tong Bay are inc omplet isolation with one another and the inner city center



Proposal from Government and private developer

1. The problem of disjunction of Yau Tong Area with Kwun Tong Area still exist
2. The programmatic problems still exist and even more serious as the population increase (i.e. the area of Yau Tong further depends on Kwun Tong Town Center)
3. Isolation of Lei Yun Mun Area still exist as the large residential area sit in the middle between Lei Yun Mun and the Kai Tai Strip which is proposed to be an event, entertainment and recreational area.
4. waste the prestigious natural landscape and waterfront area.



Through the properties of Bigness (i.e. the programmatic complex), Bigness offers an opportunity to approach urban design to revitalize the dilapidated and isolated shipyard site in Yau Tong.

Proposal : Urban Spine/ Connection

Through programmatic combination and spatial organization, the proposed event strip can act as

1. programmatic attractor that vitalize the site
2. connectors that connect between the isolated / disjuncted area of Lei Yun Mun touristic area and Yau Tong high-dense residential area
3. connectors that bring people from the city center to our prestigious waterfront harbour area
4. pedestrian walkway that allows the possibility of pedestrian city in the district along the waterfront

G Design Experimentation

- G-1 Intention of Experimentation
- G-2 Experimentation A
G-2-1 Summary, Review and Comment
- G-3 Experimentation B
G-3-1 Summary, Review and Comment
- G-4 Experimentation C
G-4-1 Summary, Review and Comment
- G-5 Summary of Experimentation and extension of the
ideas of Bigness

G DESIGN EXPERIMENTATION

Intention of the experimentation

As theory exist in word, the best way to understand a theory is to have first handed experience.

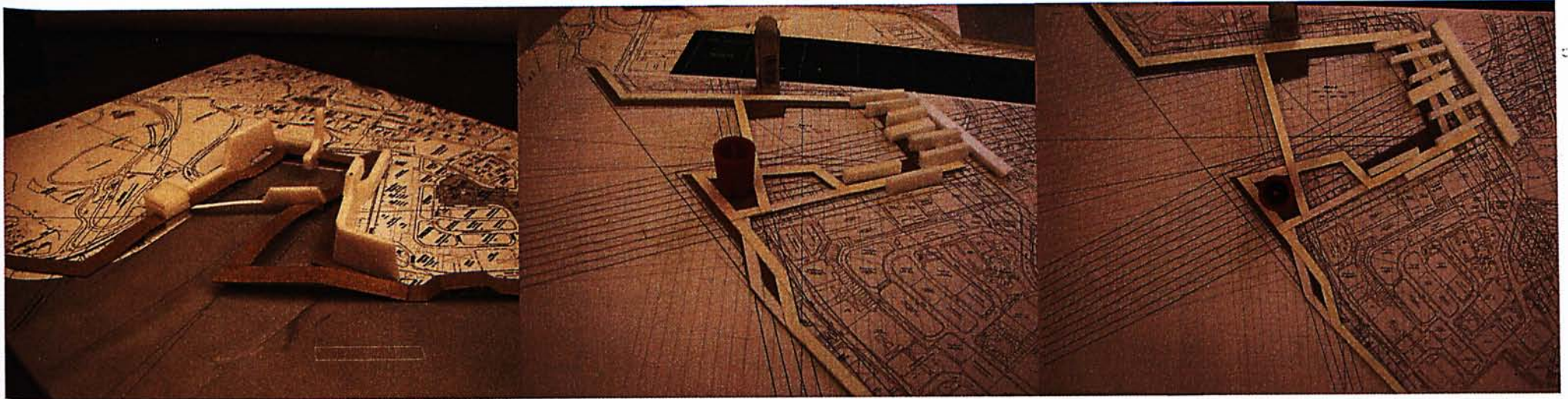
The intention of the following experimentation is

1. Trying to fully understand Rem Koolhaas theory of "Bigness" by having the first hand experience of designing mega-size building block.
2. Searching for a solution that can use the merits of Bigness and contribute to the redevelopment of the Yau Tong Bay and the whole harbour front development.

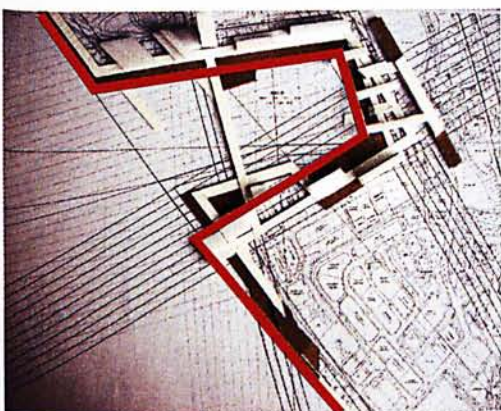
Methodology

Based on the programmatic combination of the government and private developer's proposal and detail site analysis (refer to section F). The following exercises / experiments, all issues of program, structure, mechanical issues, spatial and formal issues are preliminarily considered.

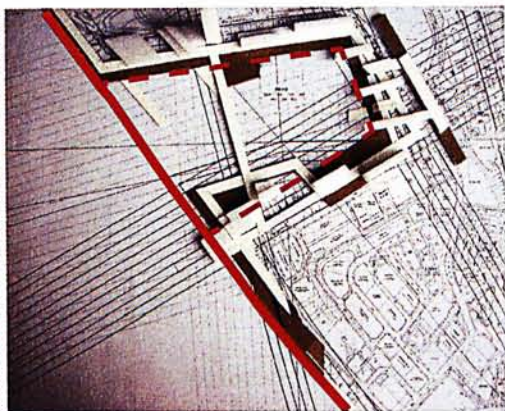
Design experiment A



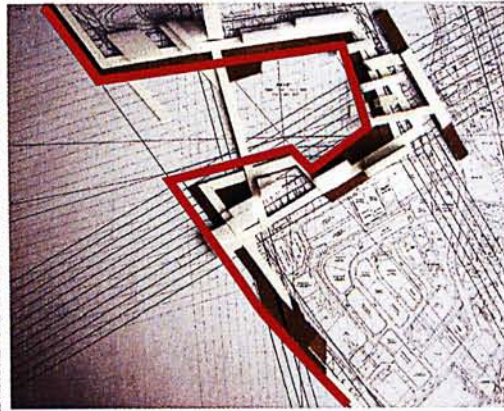
Study Models



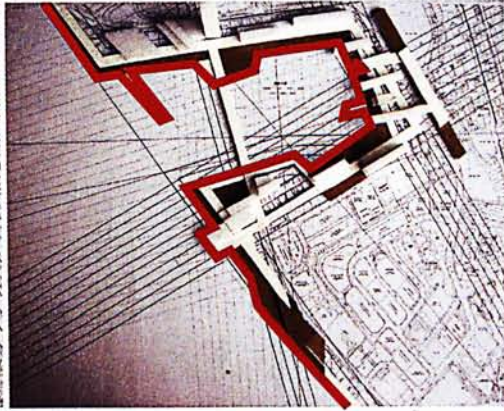
original water
front line



Government/private developer proposed wa-
ter front line



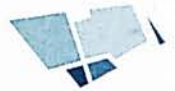
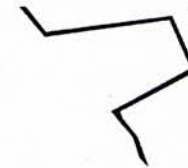
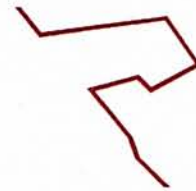
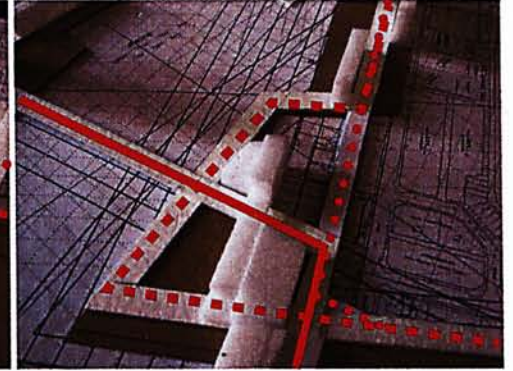
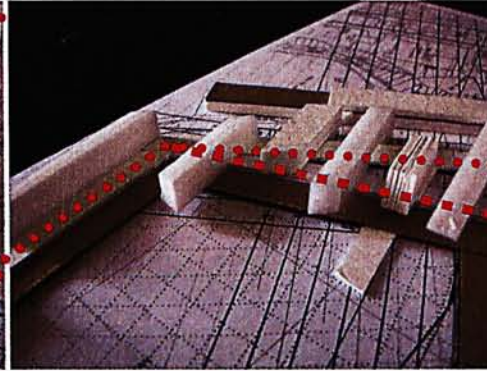
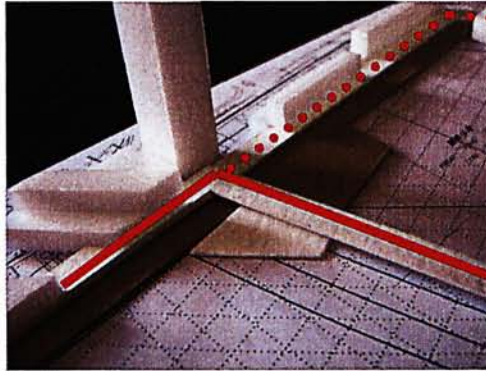
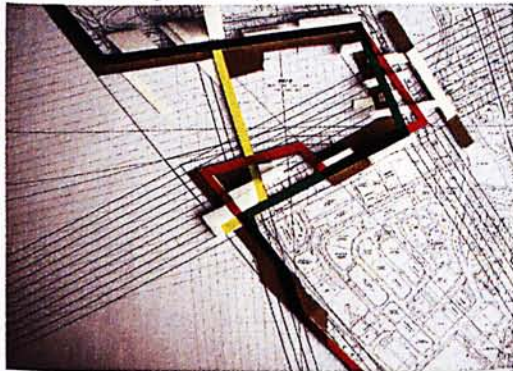
Water front line generate by Vantage point
studies



Further increase surface area between water
and land

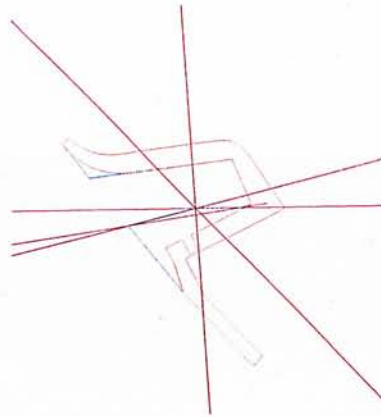
Juxtaposition of Waterfront Edge

Shearing of Spine

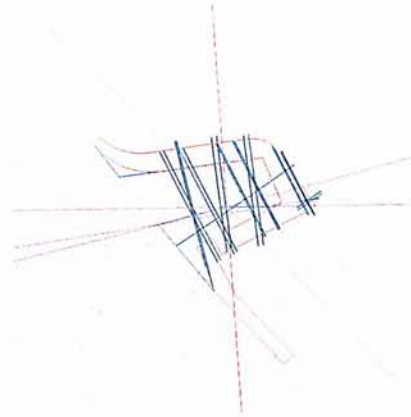


Formal and Spatial Strategies

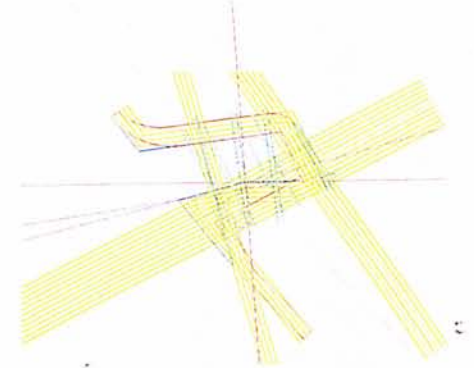
Grid and the generation of Urban Form



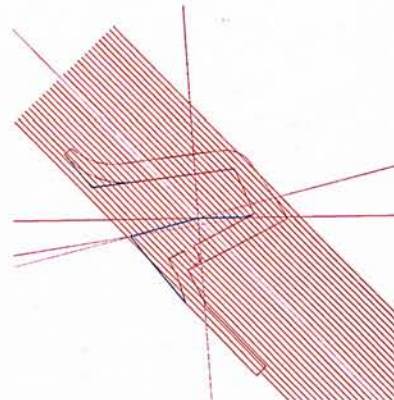
view line



Road Extension

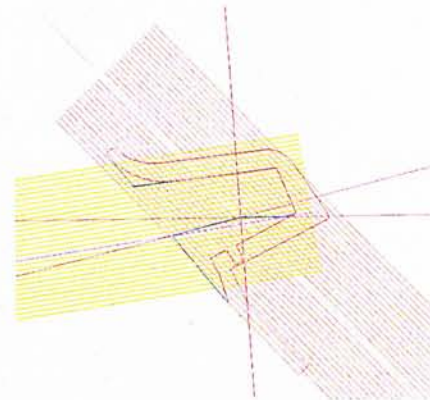


20m grids offset from site edges

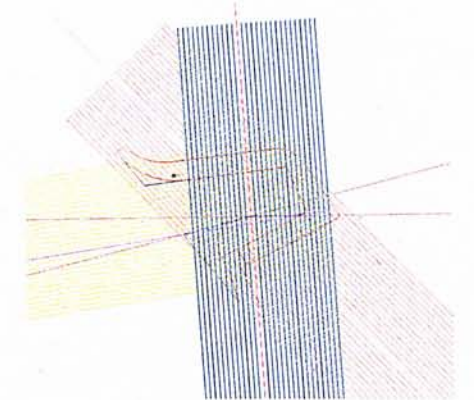


20 m grid offset from the line generated from view towards Lion rock hill.

20m is taken the study of the typical depth of slab-type residential tower block

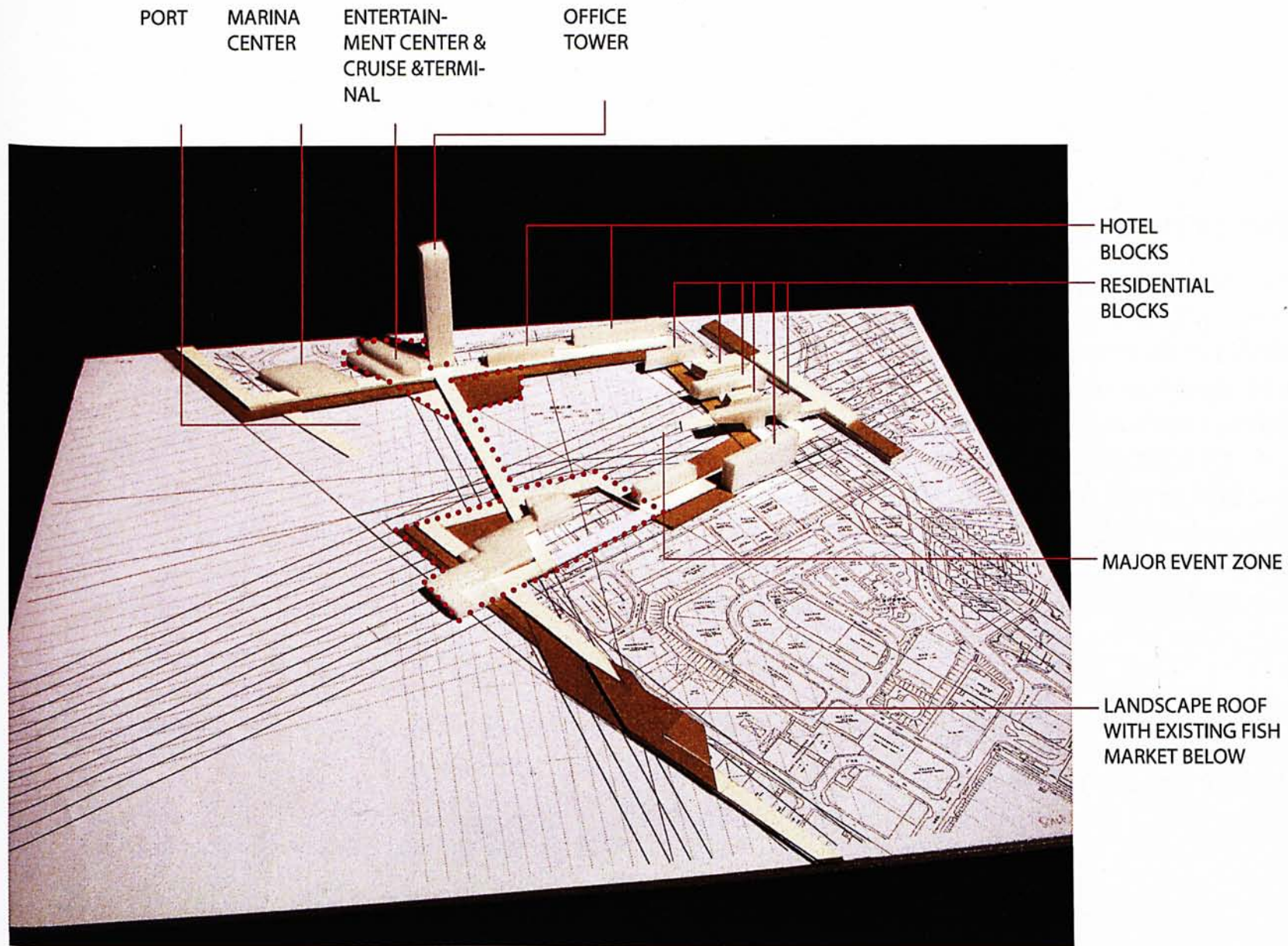


20 m grid offset from the line generated from view towards IFC on the Hong Kong side.



20 m grid offset from the line generated from view towards Hong Kong East (i.e. location of coastal defence Museum) on the Hong Kong side.

Grid Study



Massing

EXPERIMENTS A G-2

COMMENTS IN THE REVIEW SECTION

- 1.No strong connection to the issue of about Bigness which is clearly defined by the five properties of Bigness found in the research part
- 2.Clear urban strategy in relationship with the whole harbourfront context
- 3.No strong reasons for the massing and location of building blocks and program
- 4.No clear relationship with the neighbourhood context
- 5."Bigness have to look BIG"said by prof. Eymen Homsı

The comments of 1 to 4 are valid but the comment 5 is only about perceptual issue and it is not the core issue of Bigness and invalid

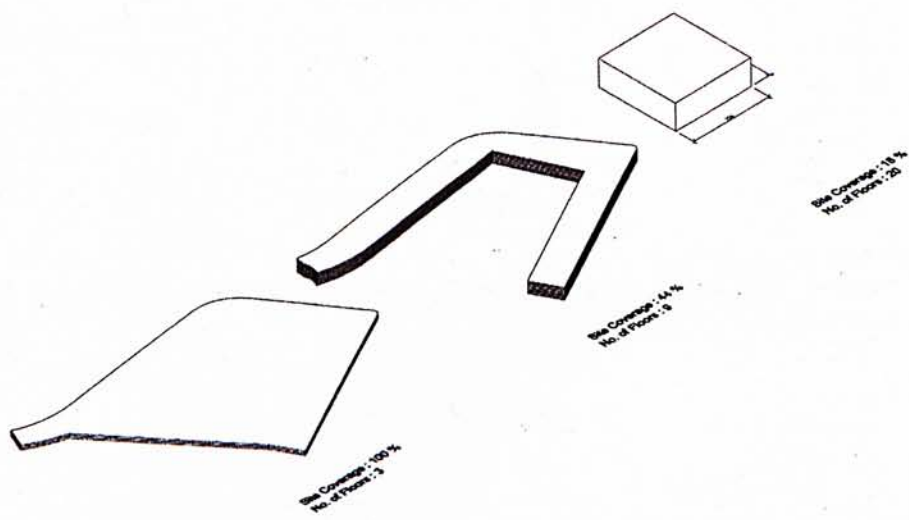
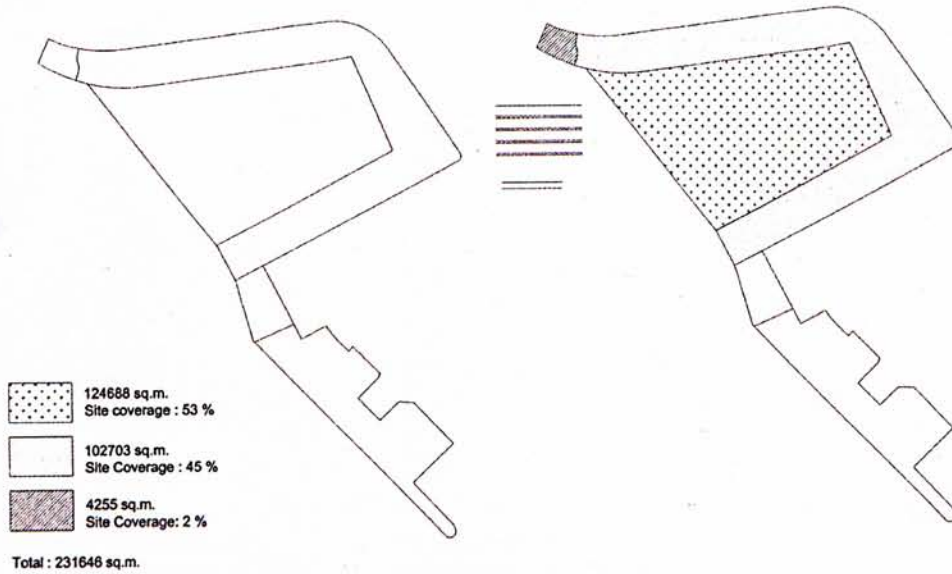
Design experiment B

Intention of Experiments B

In response to the comments in the last review section. The following experiments is trying to started with the theory of Bigness by Rem Koolhaas and the five properties of Bigness

- Dissociation of Interior with the envelope
- Bigness is composed by different parts and these parts commit to the whole
- The content is more important than architectural form and classical repertoire of architecture
- Independence of context
- Bigness vs. Architectural Ideology

Point 1 and 2 are selected as the point of departure for the following experiments





Competition Swimming Pool



GFA for domestic uses
(including housing units and all
the privatized clubhouse and
associated activities)

= max. 880,000 sq.m.

= 35.2 no. of 25th floor single
loaded (100m x 10m) housing
blocks

(i.e. total length of building
blocks
= 3512 m)

GFA for non-domestic uses
(excluding government and civic
facilities and educational facilities)

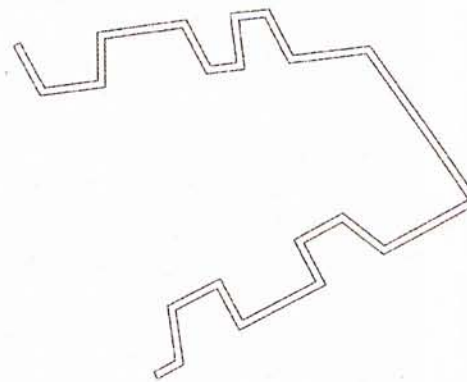
= 29,000

= 16.7 no.s of area for swimming pools

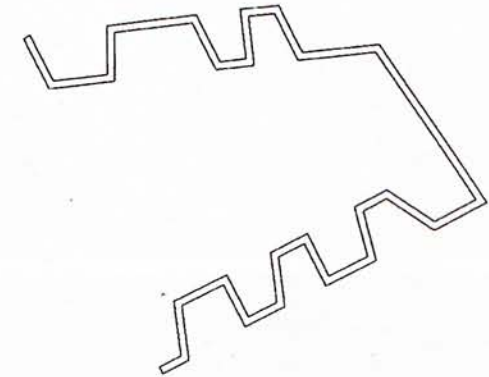
**1
3 IFC Mall**



GFA Requirements / Restrictions by Govn't

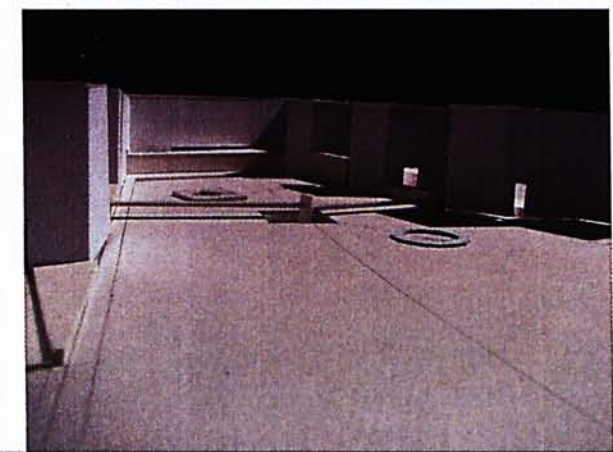
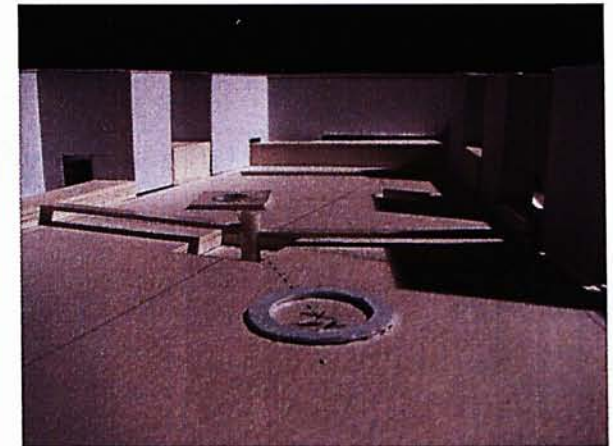
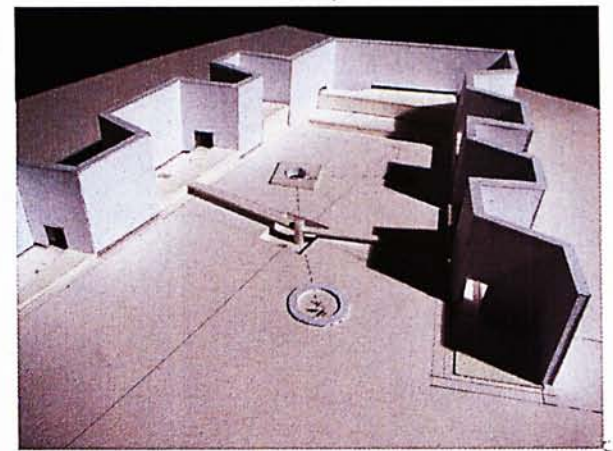
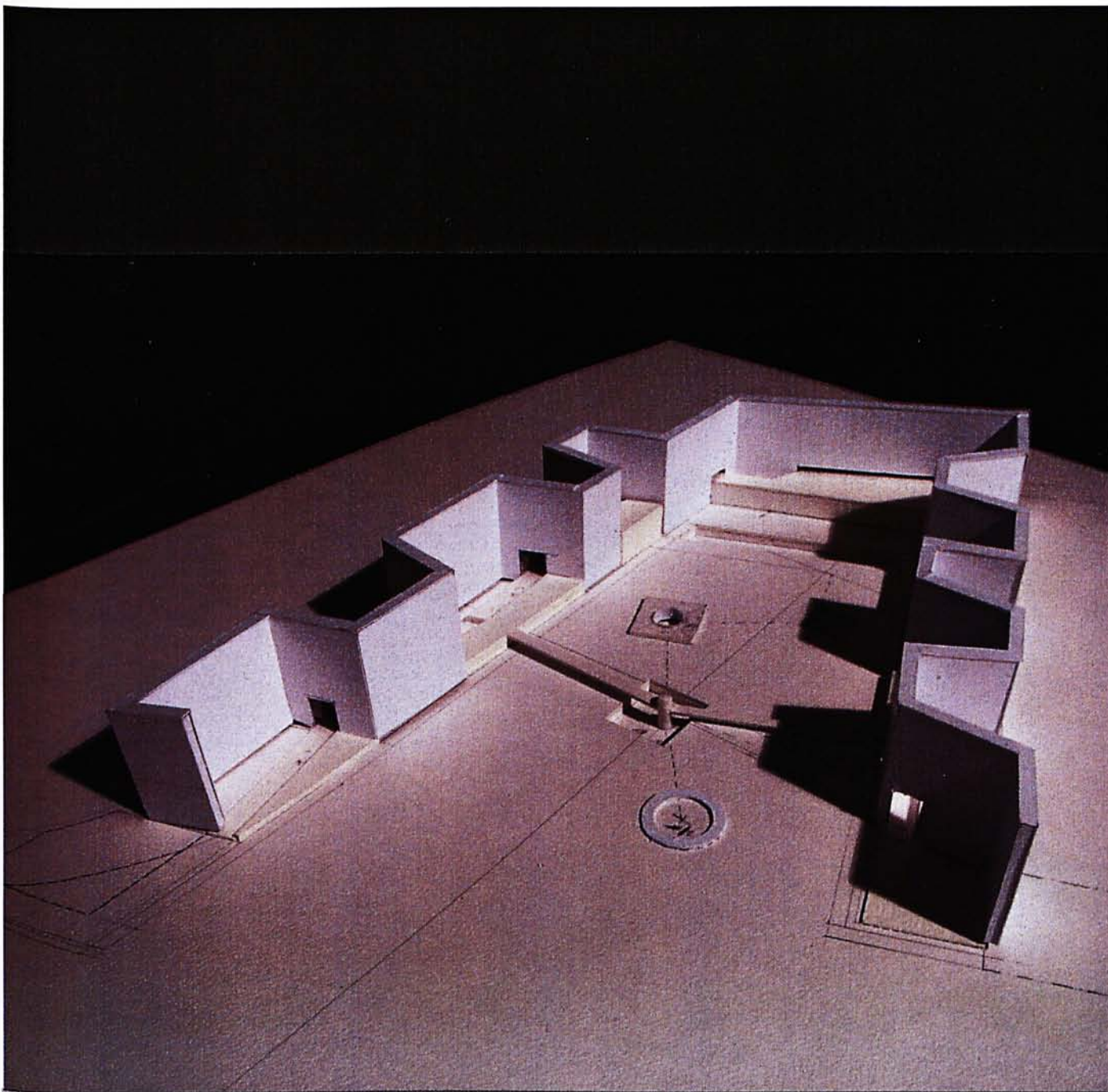


**Option 01
Length = 1700m**



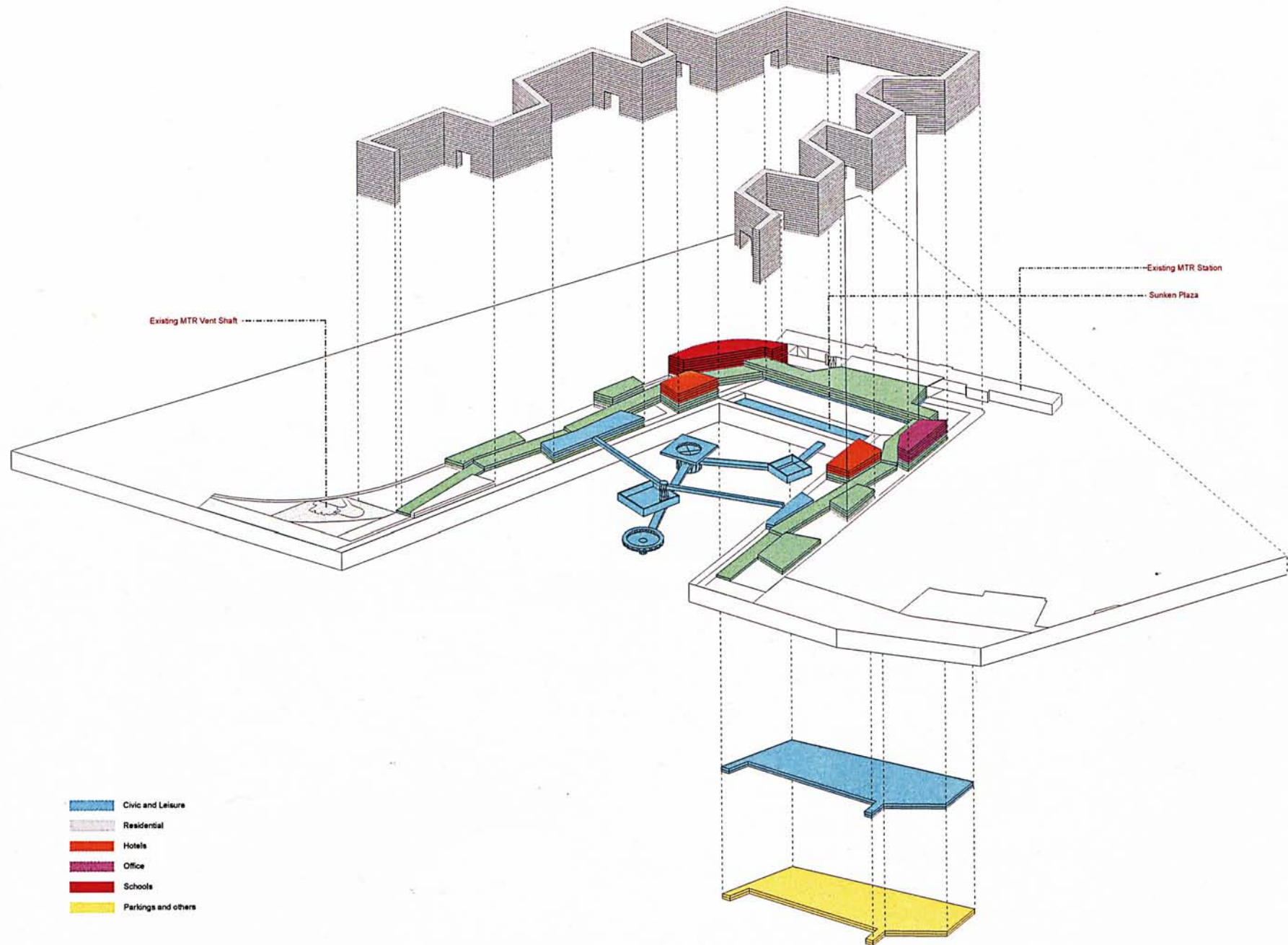
**Option 02
Length = 1800m**

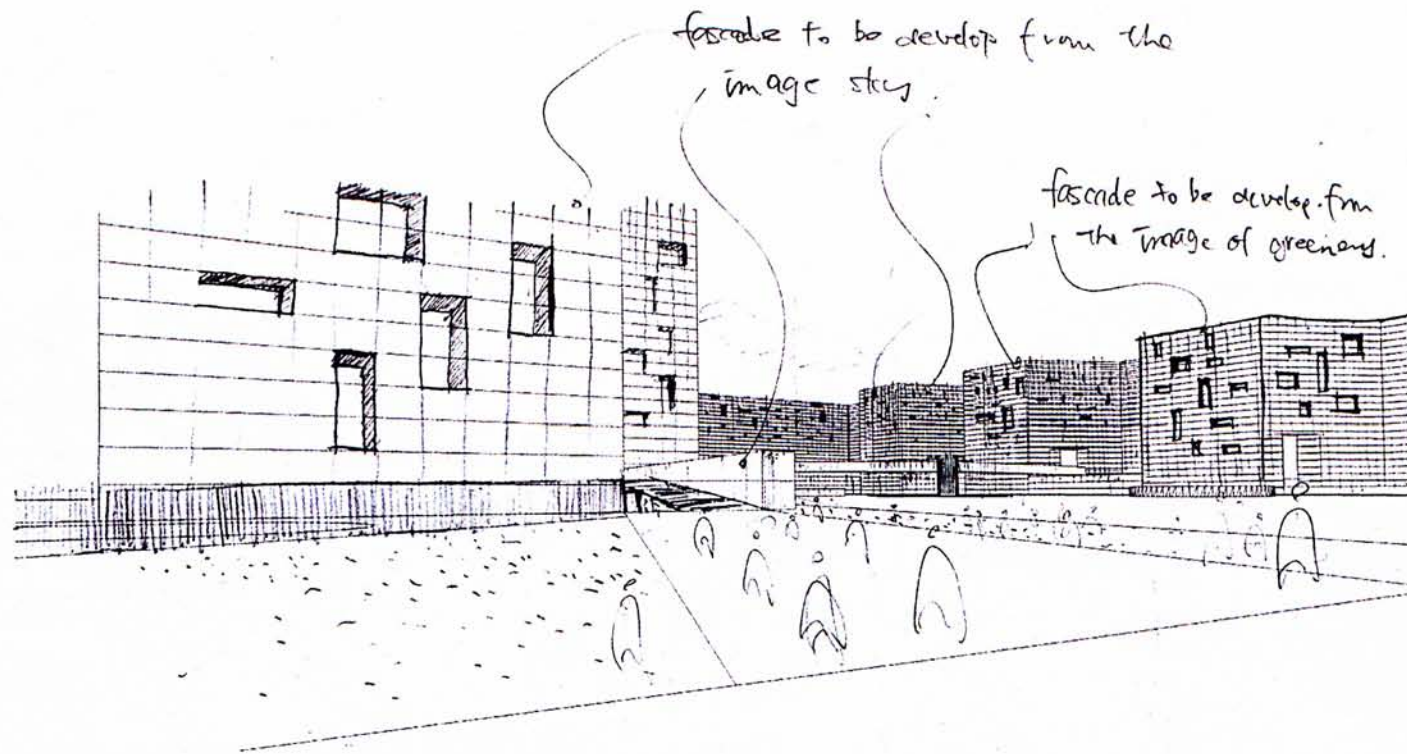
In this experiment, the form of the building is started with the organization of housing. The major reason is that in response to the existing proposal, housings are the dominating form and having highest level of requirements which express in form.



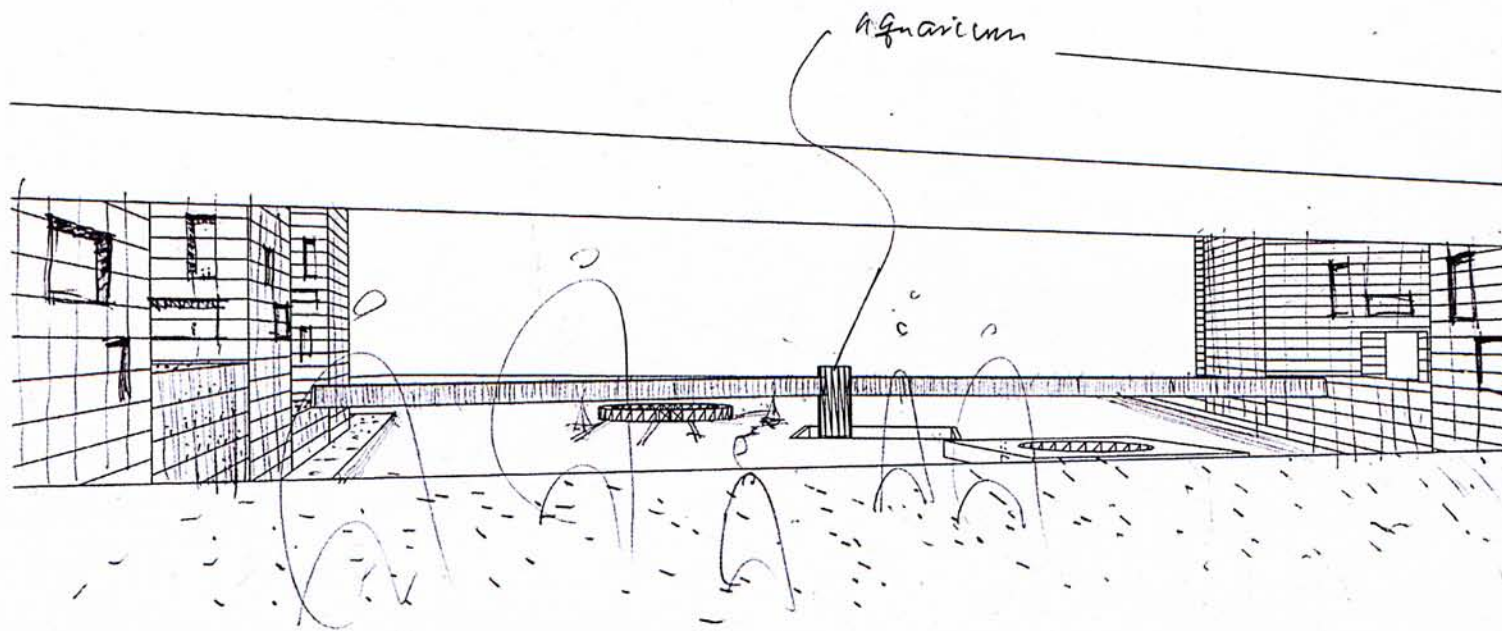
Model

EXPERIMENTS B G-3

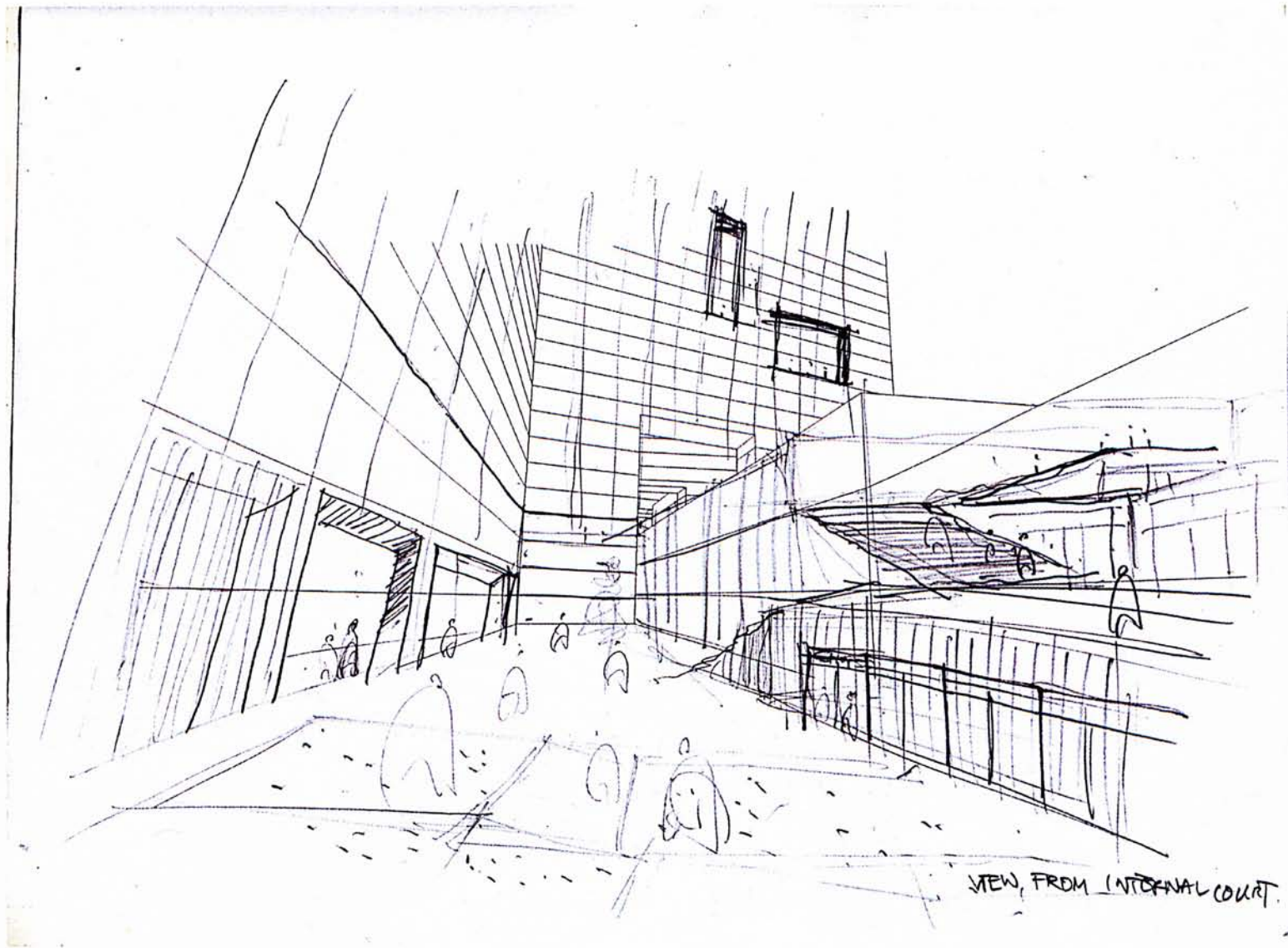




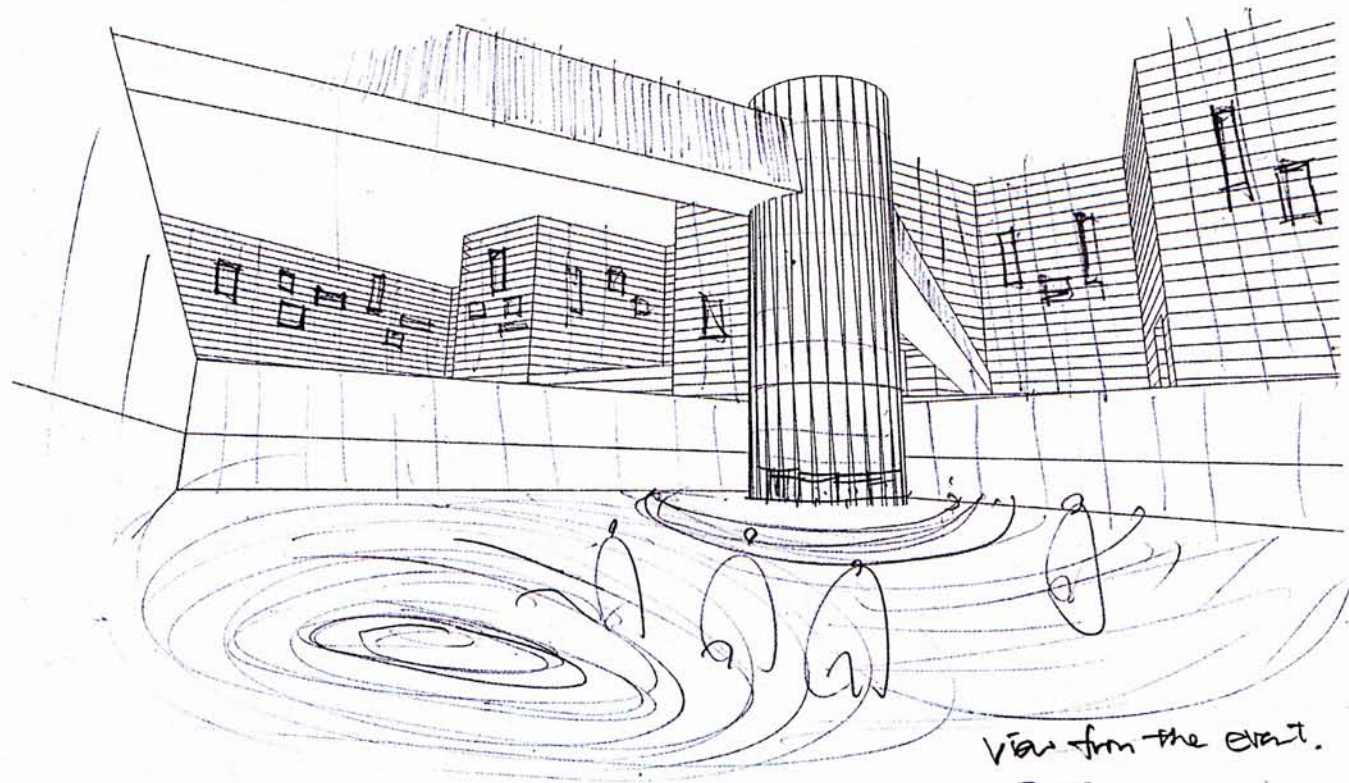
view from the
footpath entrance to
the site.



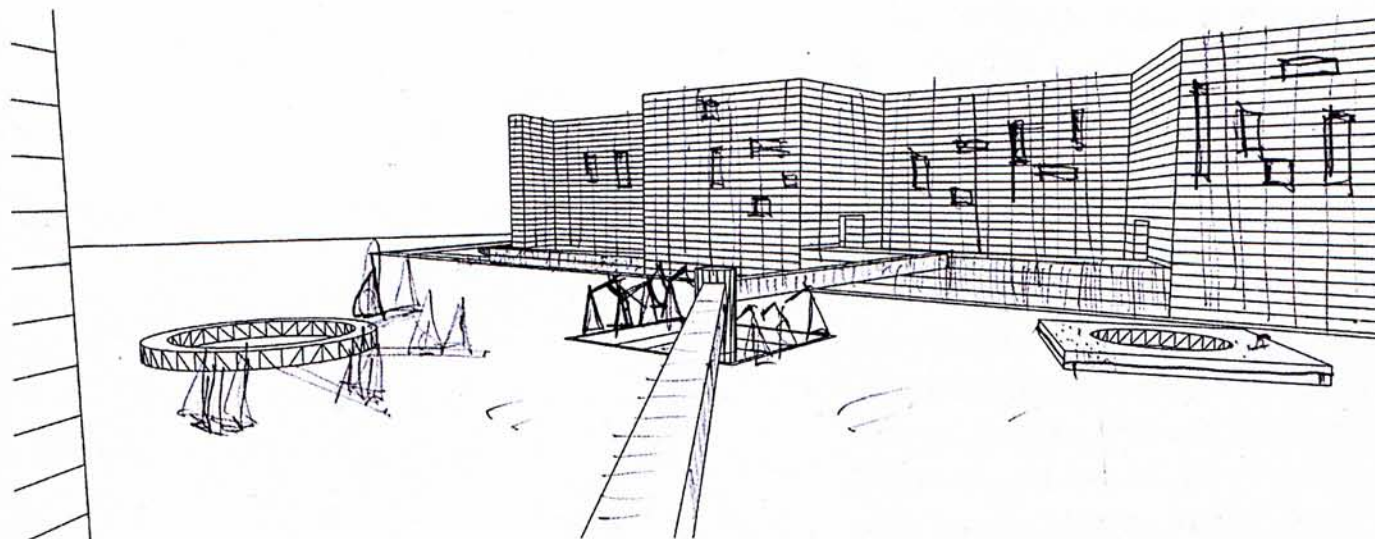
VIEW FROM MTR STATION
(NEW ENTRANCE)



VIEW FROM INTERNAL COURT.



View from the East.
Zone.



View from residential
units above.

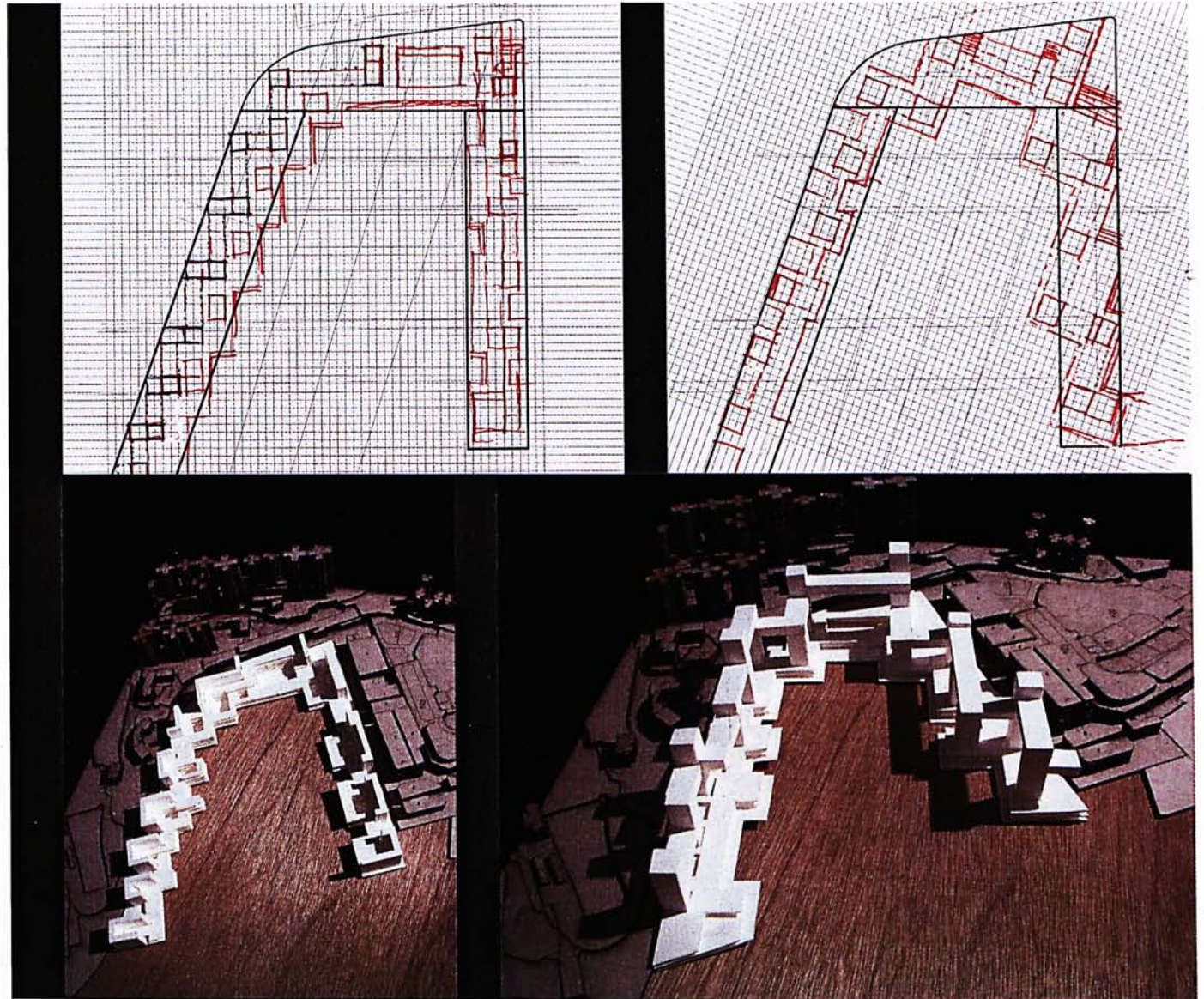
COMMENTS IN THE REVIEW SECTION

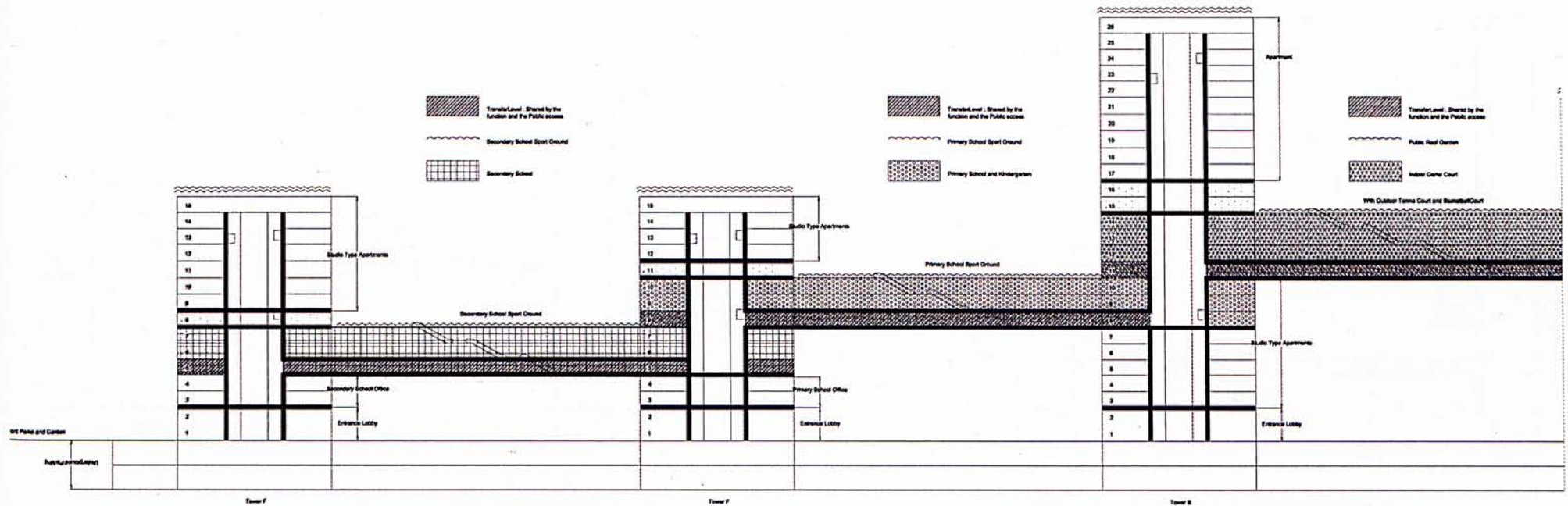
1. Stronger connection with the theory of Bigness in according to Rem Koolhaas's writing especially referring to point two which is about programmatic complexity
2. No connection with the point about the dissociation between interior with the envelope
3. Problems in circulation, structural and mechanical issues.
4. Very poor image give to the site
5. The housing program should be reduce as it is not related to the whole harbour front context in which all other parts are designed as recreation and entertainment strip

Design experiment C

Intention of Experiments C Series

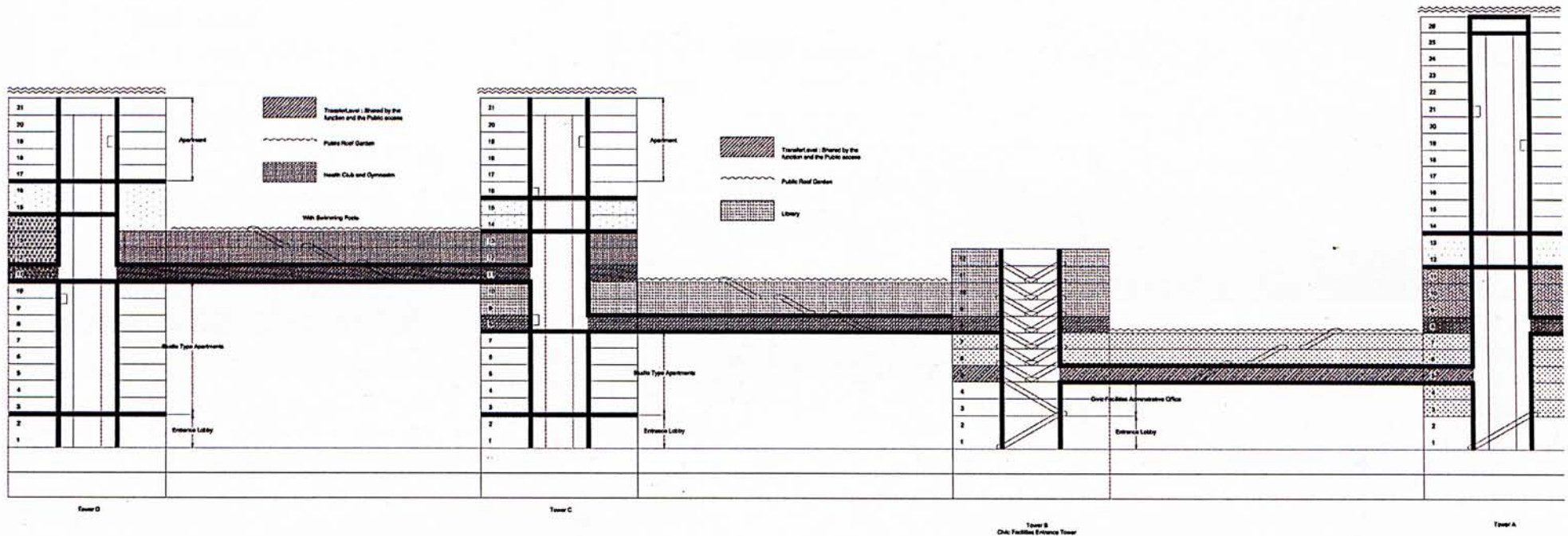
With response to the comments in experiment 02, this experiment is trying to further push the limit of the theory of Bigness to the extreme. In the other words, all programs are trying to squeeze into a interconnected building mass





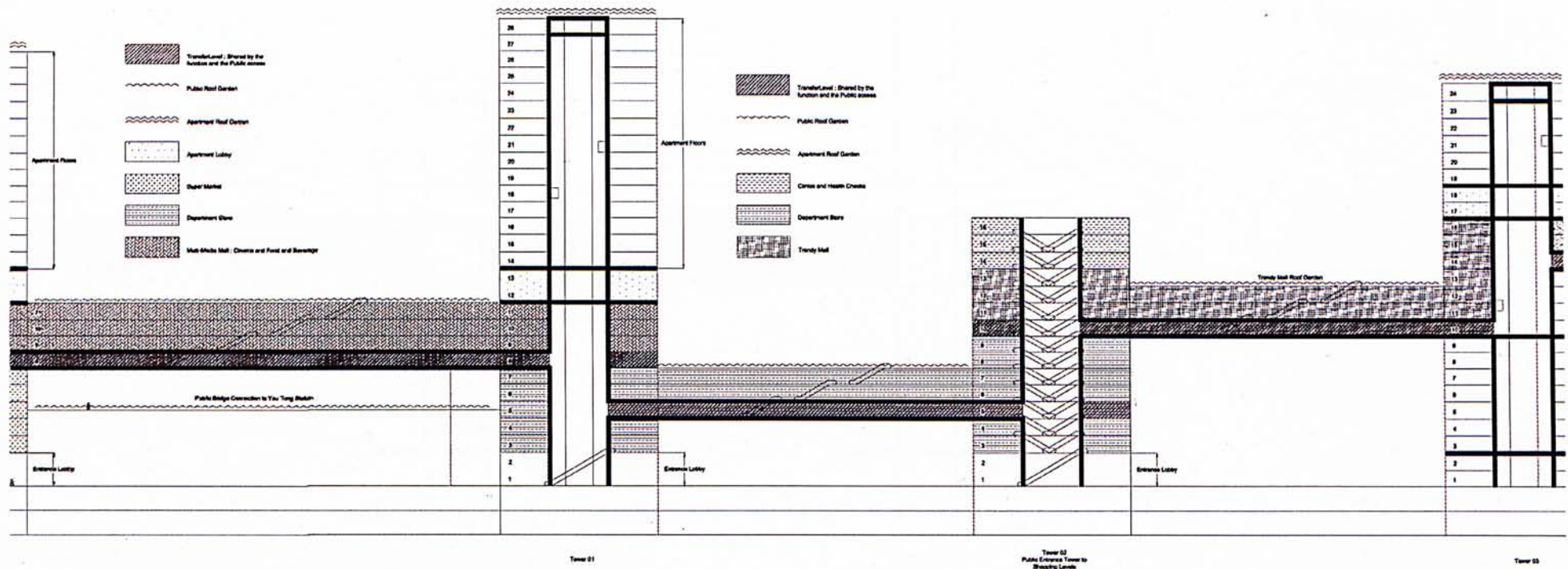
unfolded section 1:1000 in A3

EXPERIMENTS C G-4

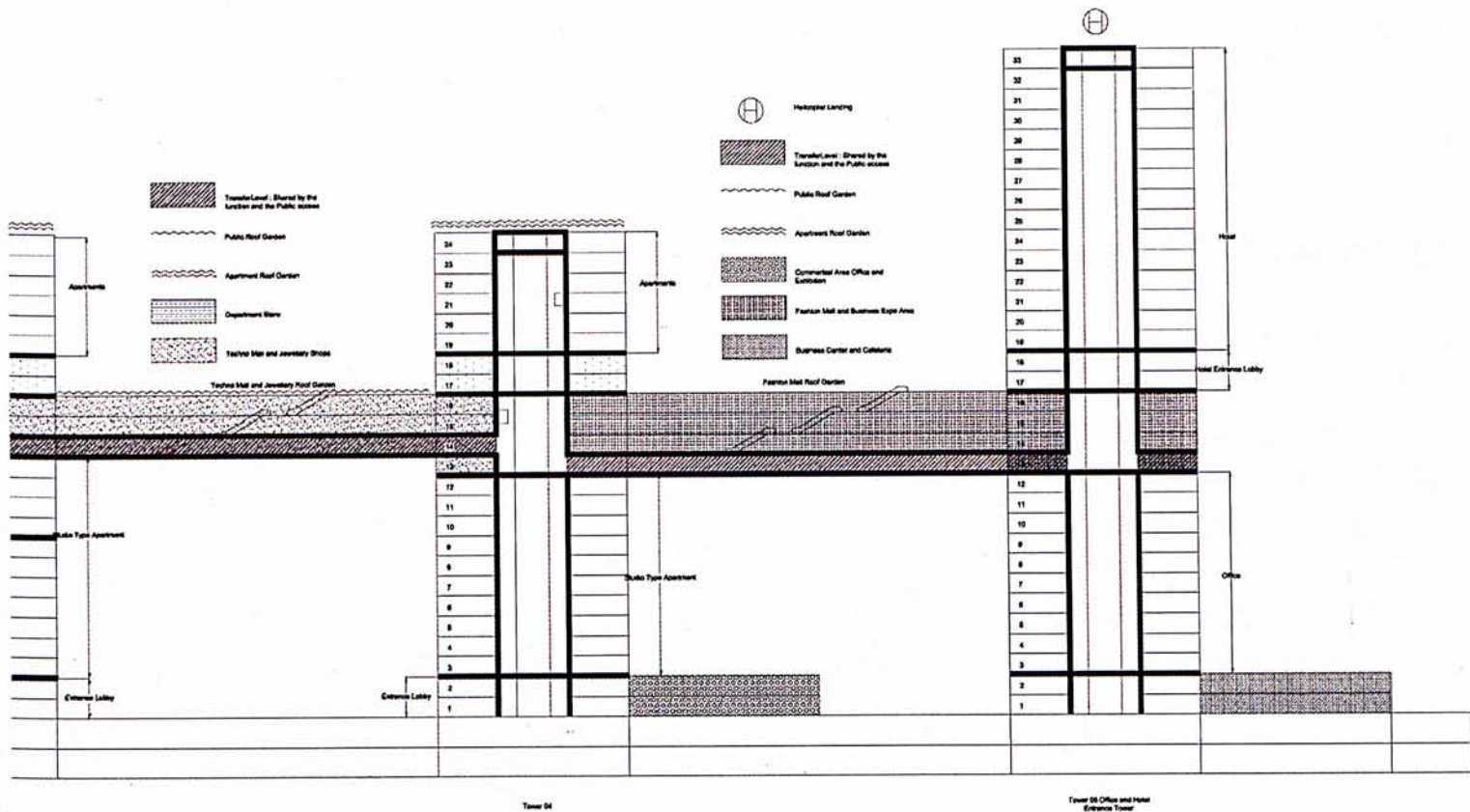


unfolded section 1:1000 in A3

EXPERIMENTS C G-4



unfolded section 1:1000 in A3



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COMMENTS IN THE REVIEW SECTION

1. Bigness have been shown formally but the urban strategies and urban form have been lost in comparison to the previous experiments
2. A contradiction between the theory of Bigness by Rem's with the urban design context

In Rem's theory, the ideas of Bigness remains in building level in which Bigness is serves as a point effect to influence the neighborhoods and even district area.

Through design experimentation and research, my believe is that **the concept of Bigness should not be confined by one physical entity**, which is usually result in typical planning process which lack of the considerations of whole-ness of the planned area. **The concept of Bigness should be extended and expanded geographically, spatially, conceptually - which opens up a new direction of urban design from architectural points of view.**

Buildings, programs and facade of buildings in the whole development proposal should be treated as architectural elements, as structure, as materials as in building scale.

Bigness, in the other words, does not and should not only have effect city as point or as a bulk mass which create a lot of problems architecturally, socially and economically.

Architects, thus, should not be confined there profession on building design and should extend the ideas, thoughts and ability to the scale of the city and whole-ness of the city.

H FINAL DESIGN

H Final Design

H-1 Design Objective and Intention

H-2 Site Design

H-2-1 Design Concept

H-2-1-1 Urban Strategies

H-2-1-2 Programmatic Strategies

H-2-1-3 Scale Mapping

H-2-2 Design Development

H-3-1 Design Sketches

H-3-2 Sketch Model

H-2-3 Finalized Site Design

H-2-3-1 Site plan

H-2-3-2 Site Section

H-2-3-3 Diagrams

H-2-3-4 Massing and Typology of Massing

H-2-3-4 Visual Impressions

H-3 Selected Building Design

H-3-1 Building 01

H-3-2 Building 02

H-3-3 Other Building Lots and Elements

H-4 Final Presentation

H-4-1 Final Presentation Panels

H-4-2 Final Models

H-4-3 Exhibition Photos

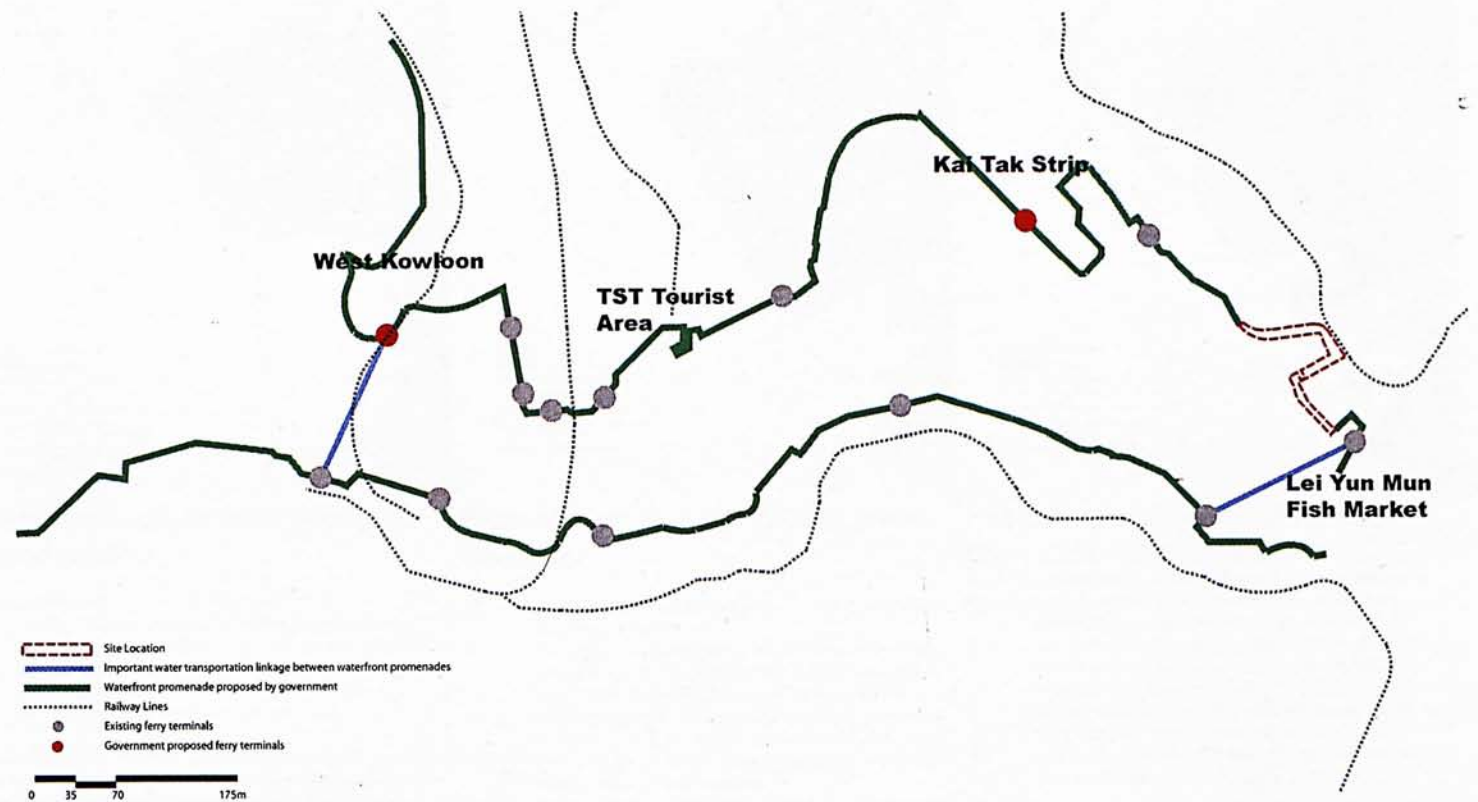


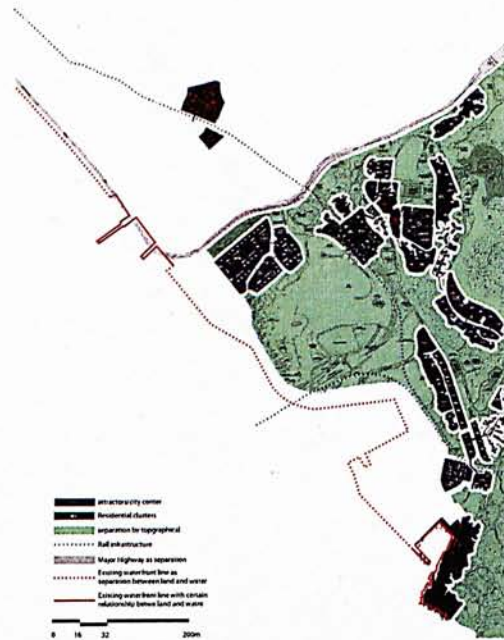
1. Theoretically, the design objective is set to achieve the credible wholeness, which manifested the ultimate essence of Bigness from parts / smallness.
2. To extend the ideas of Bigness from building scale to district and city level.
3. With the ideas of Bigness and Wholeness, the design intended to revitalize the Yau Tong Bay, a dilapidated old shipyard area by
 - a. formulation of a complete and intimate linkage with the whole harbour-front recreation strip and neighborhood residents and Lei Yun Mun fish market
 - b. creation of an point of destination / attraction to for tourism and also for general public in Hong Kong.

H-2 SITE DESIGN



Web networking as strategies to form the sense of Whole-ness





Existing condition- Problem of disjunction and isolation

Disjunction between

1. The Yau Tong Bay Area and the Kwun Tong City Center (the major commercial, business and communal center of Kowloon East District)
2. Yau Tong Area and the Waterfront
3. Lei Yui Mun, Kwun Tong and Yau Tong Area

The results is that Lei Yun Mun, an planned tourist spot; Yau Tong residential area and waterfront of the Yau Tong Bay are inc incomplete isolation with one another and the inner city center



Proposal from Government and private developer

1. The problem of disjunction of Yau Tong Area with Kwun Tong Area still exist
2. The programmatic problems still exist and even more serious as the population increase (i.e. the area of Yau Tong further depends on Kwun Tong Town Center)
3. Isolation of Lei Yun Mun Area still exist as the large residential area sit in the middle between Lei Yun Mun and the Kai Tai Strip which is proposed to be an event, entertainment and recreational area.
4. waste the prestigious natural landscape and waterfront area.



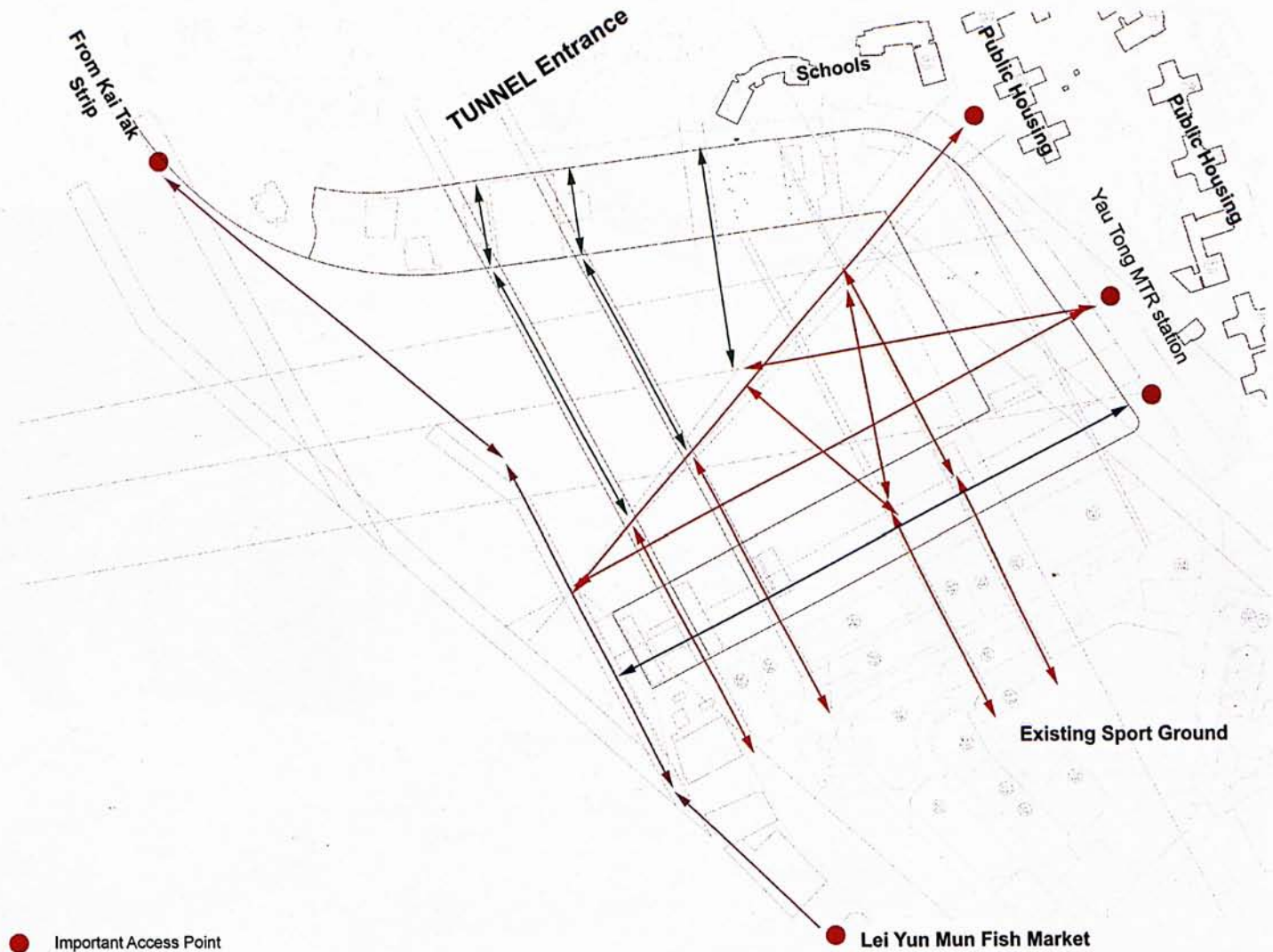
Proposal : Continuation of the Recreation and Entertainment Strip

Through programmatic combination and spatial organization, the proposed Recreation and Entertainment strip can act as

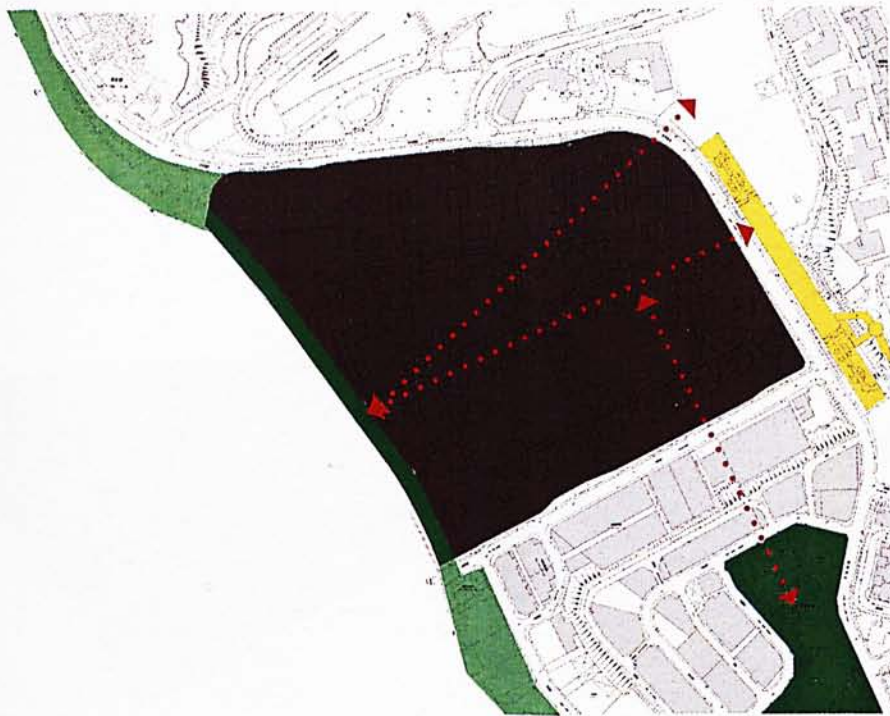
1. programmatic attraction that vitalize the site
2. connectors that connect between the isolated / disjuncted area of Lei Yun Mun touristic area and Yau Tong high-dense residential area
3. connectors that bring peoples from the city center to our prestigious waterfront harbour area
4. pedestrian walkway that allow the possible of pedestrian city in the district along the waterfront

Network Connection at District Level

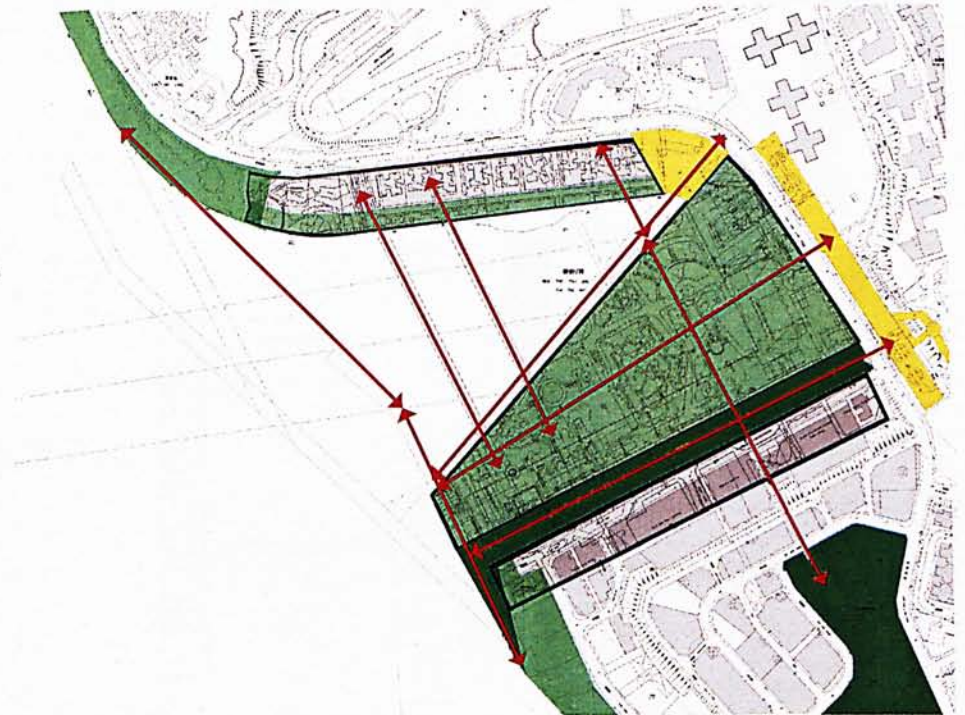
Network Connection at City Level: Whole Harbour Front Level



Network Connection at Neighbourhood Level

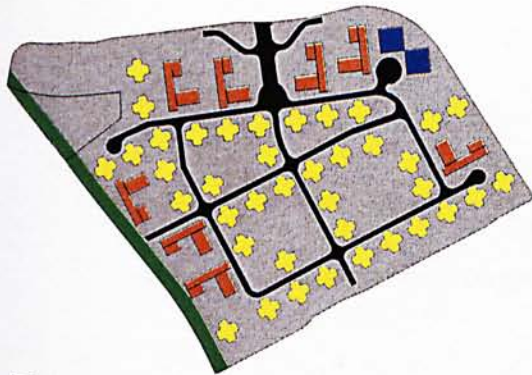


Existing urban development proposal

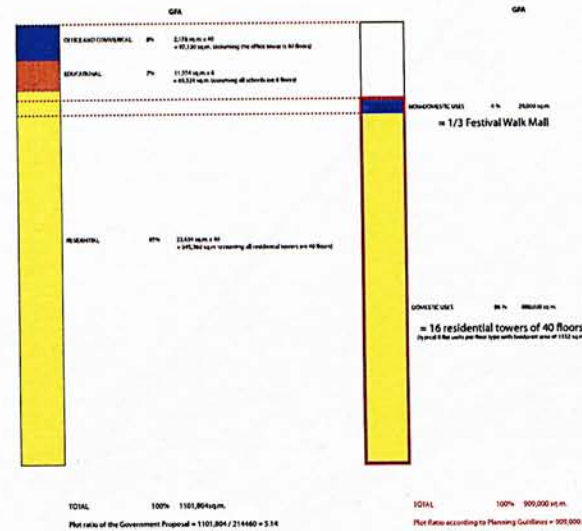


Design Intention

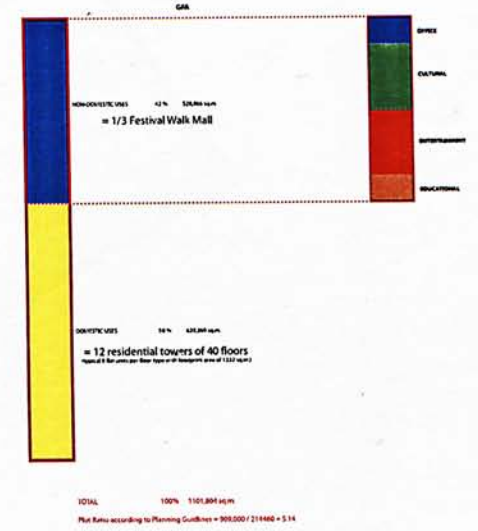
- Private Space
- Public Space
- Proposed Public Waterfront Promenade
- Public Transport (MTR Station)



Programmatic Combination of Government Proposal



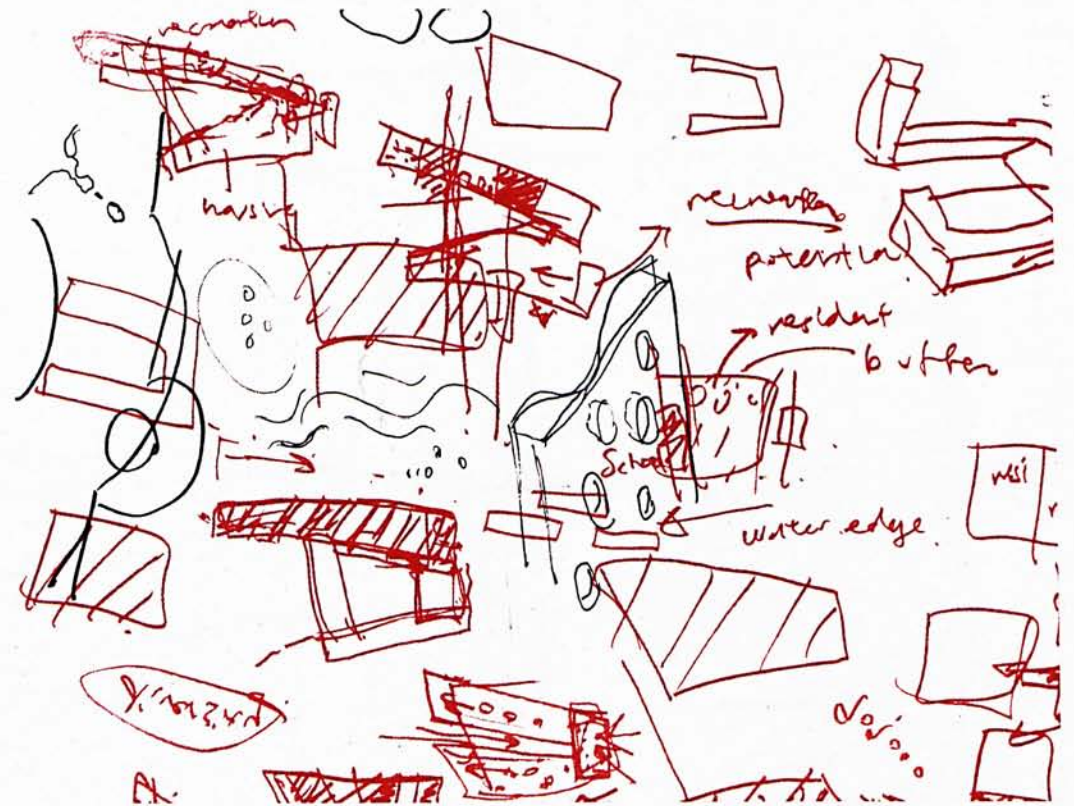
Programmatic Combination according to Planning Guidelines

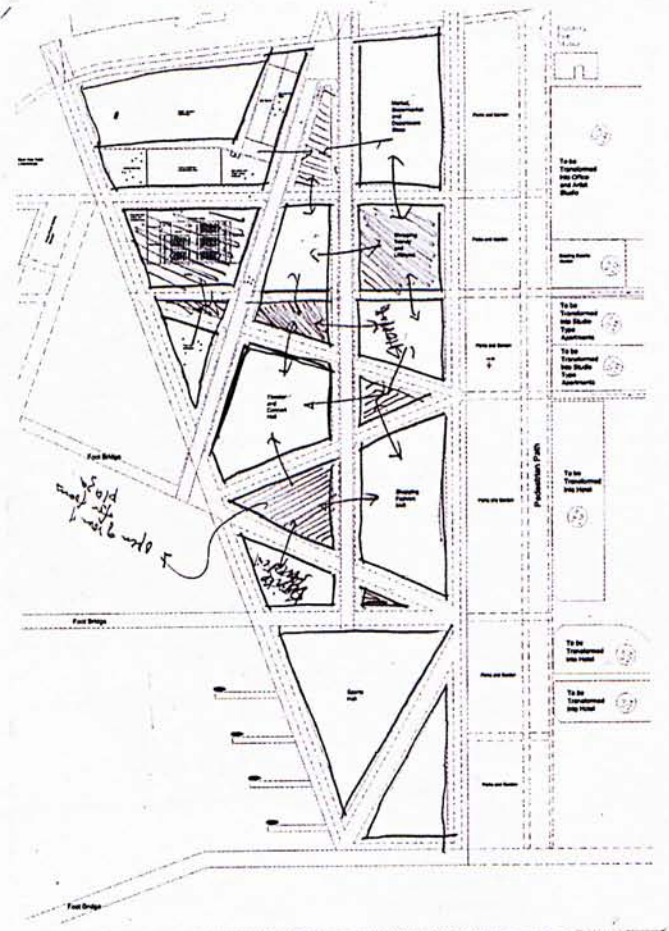
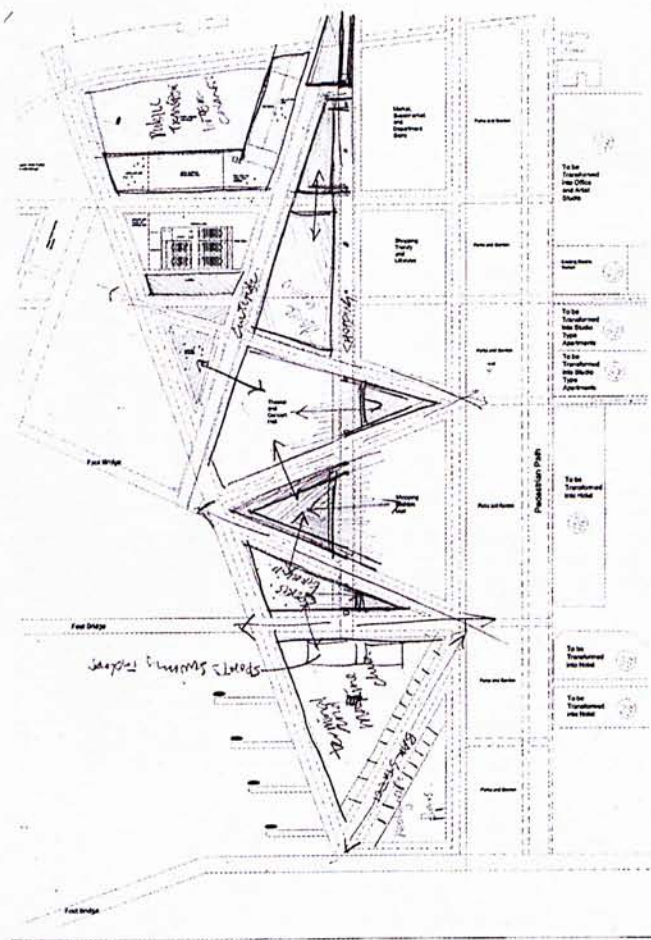
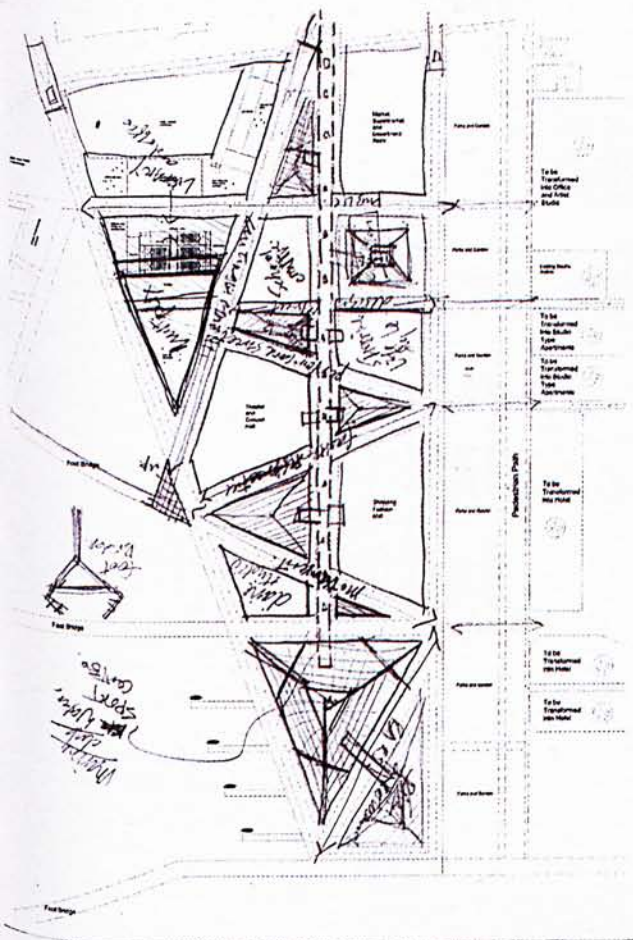


Design Intended Programmatic Combination

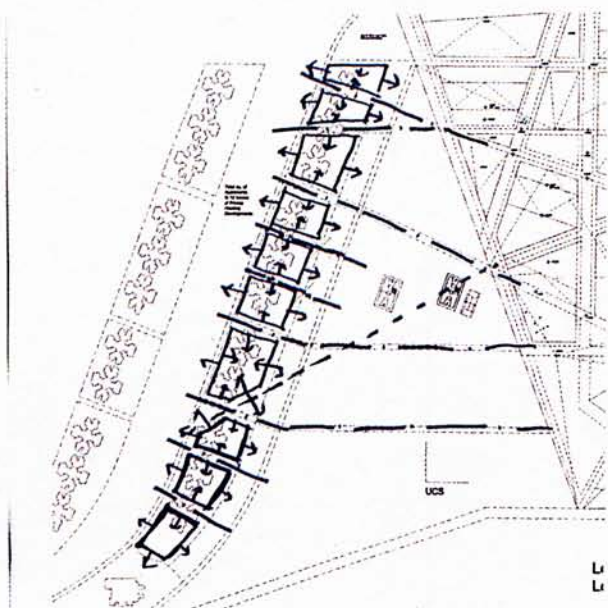
Scale Comparison with Kowloon Park





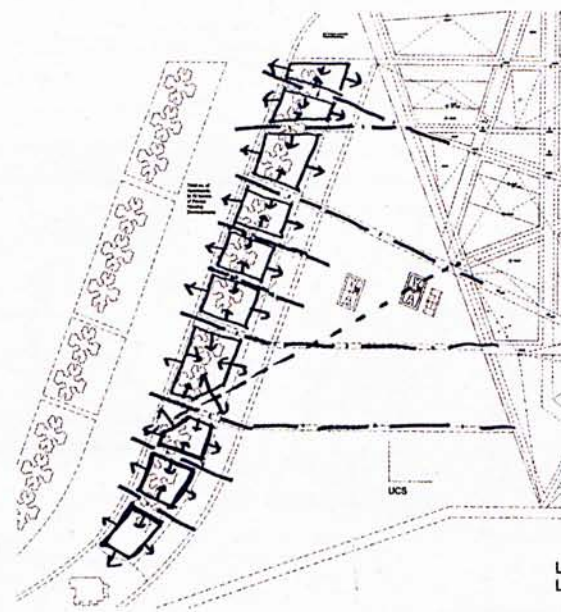


DESIGN SKETCHES H-2-2-1



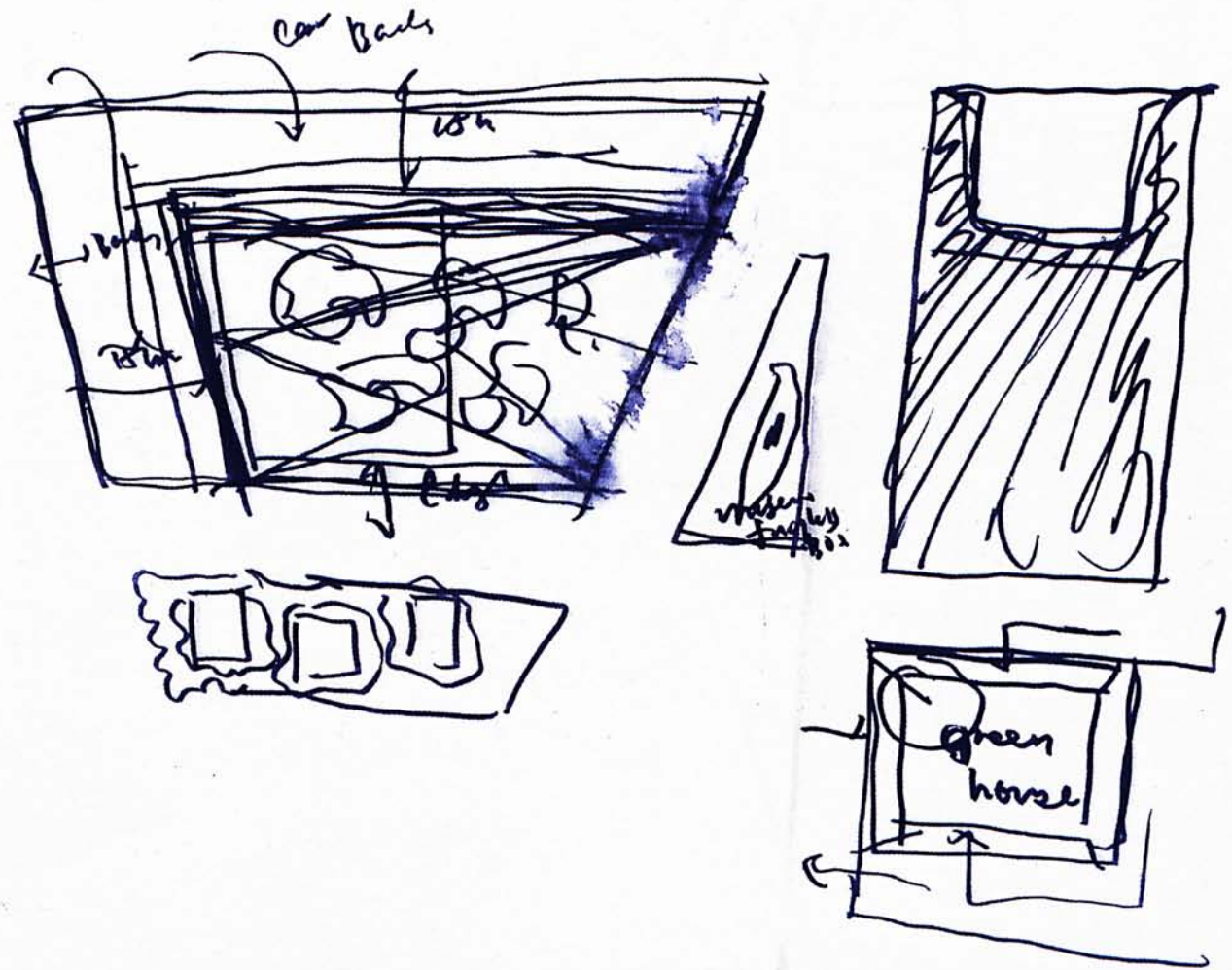
HOWING DEPT.

LEFT HAND \div 12 TOWERS OF
HOUSING

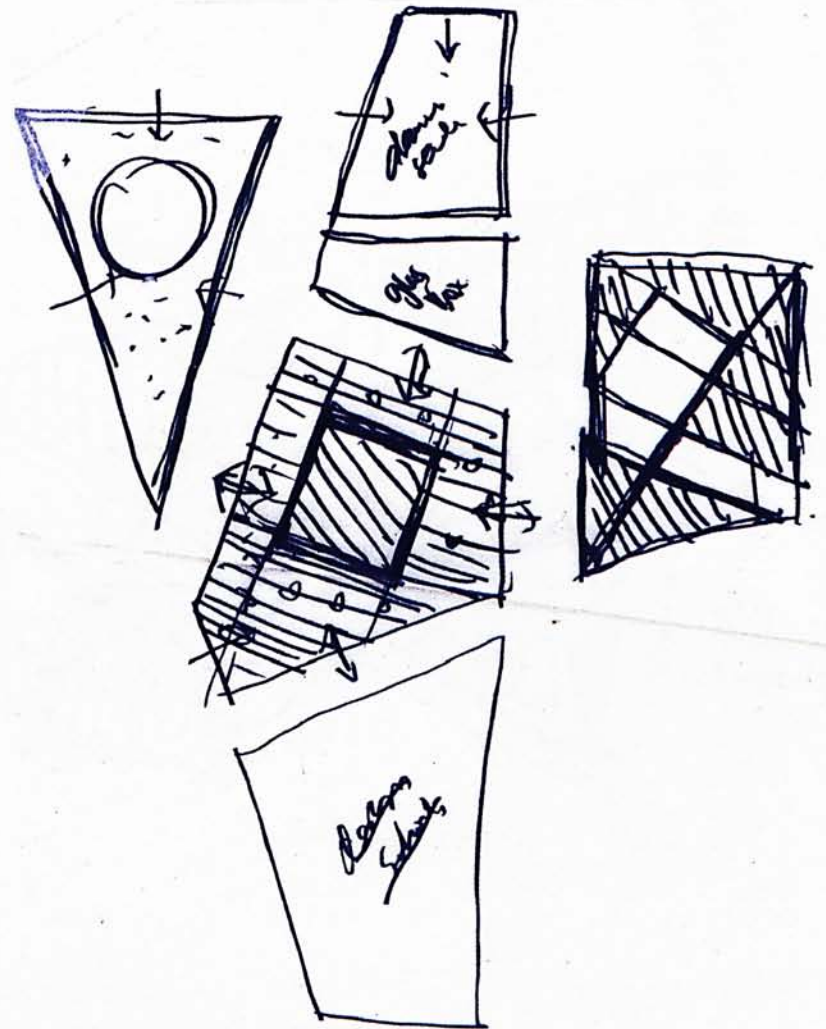


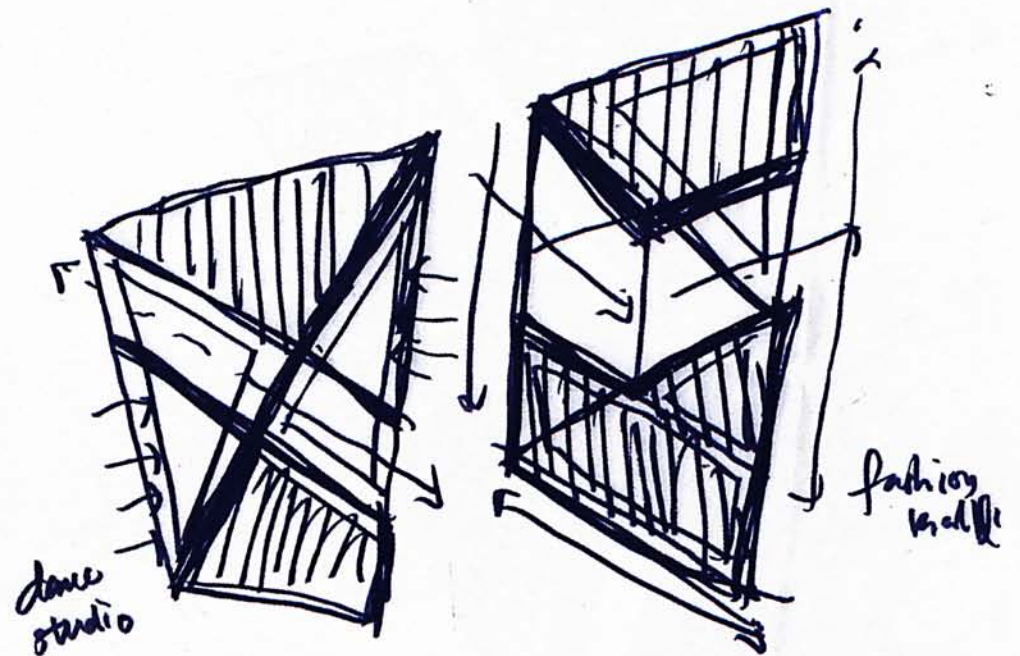
HOWING DEPT.

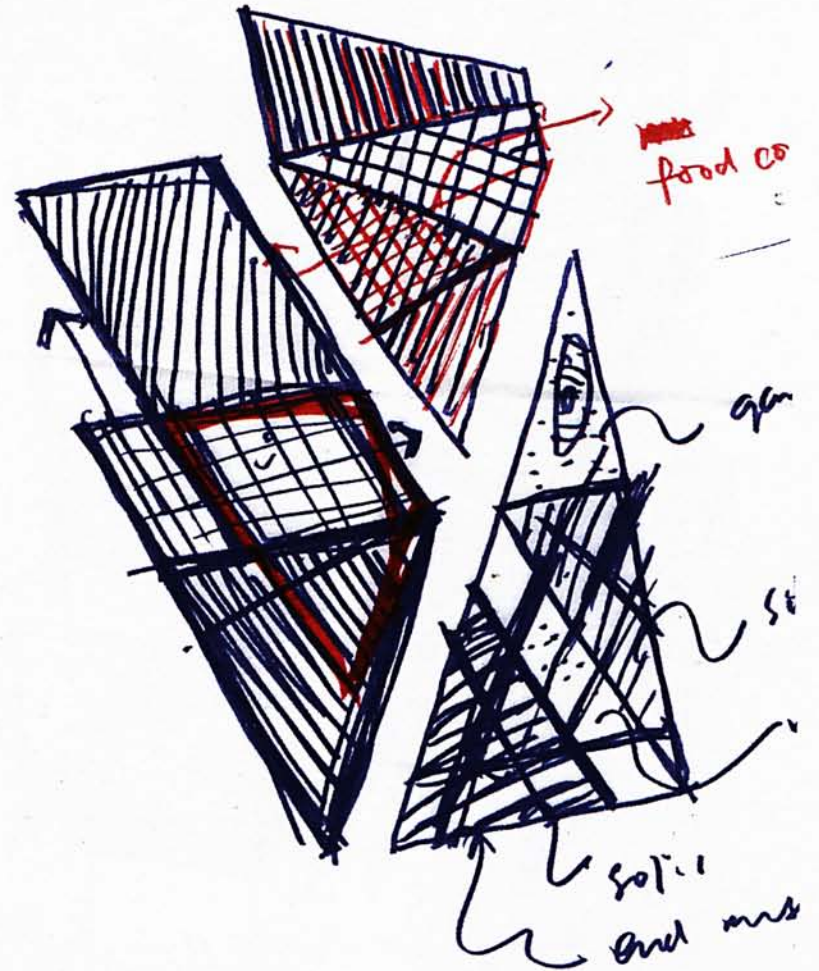
LEFT HAND \div 12 TOWERS OF
HOUSING

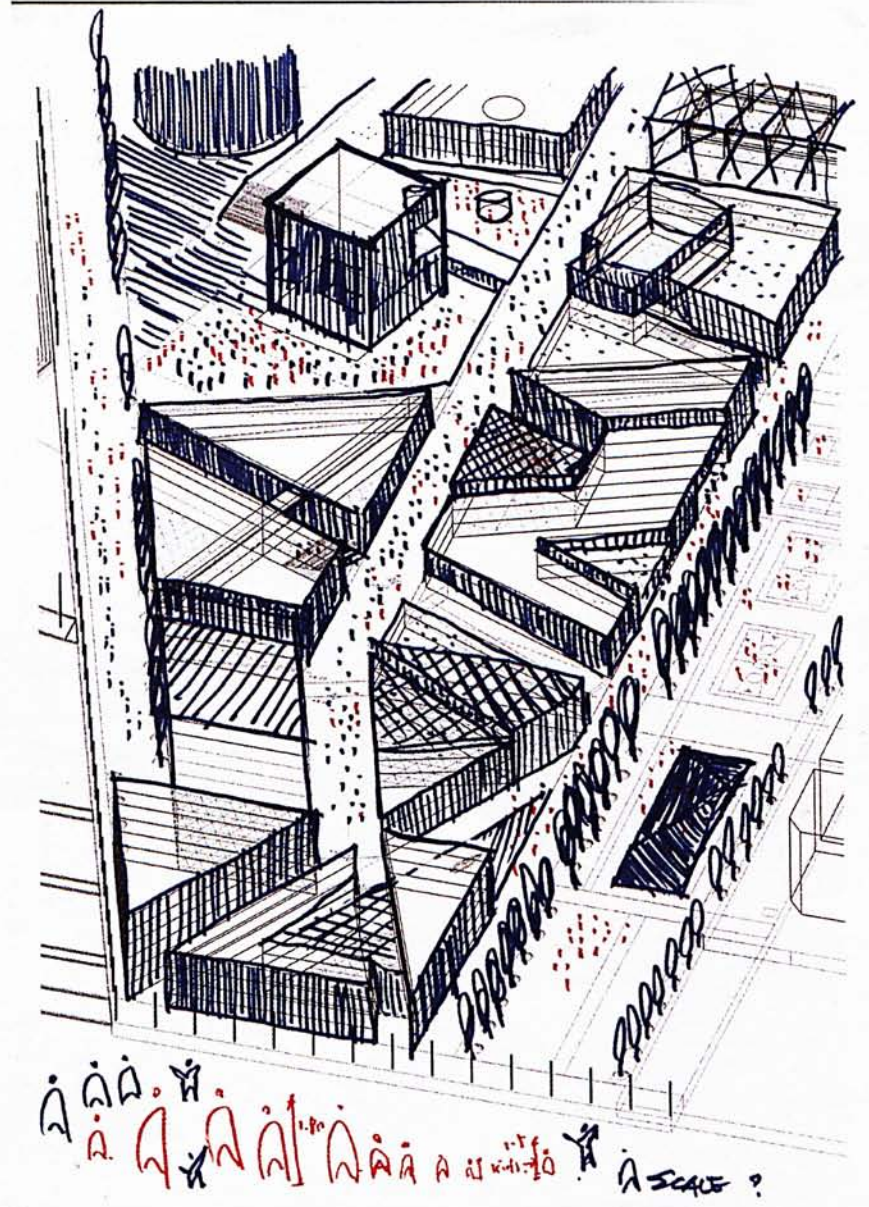


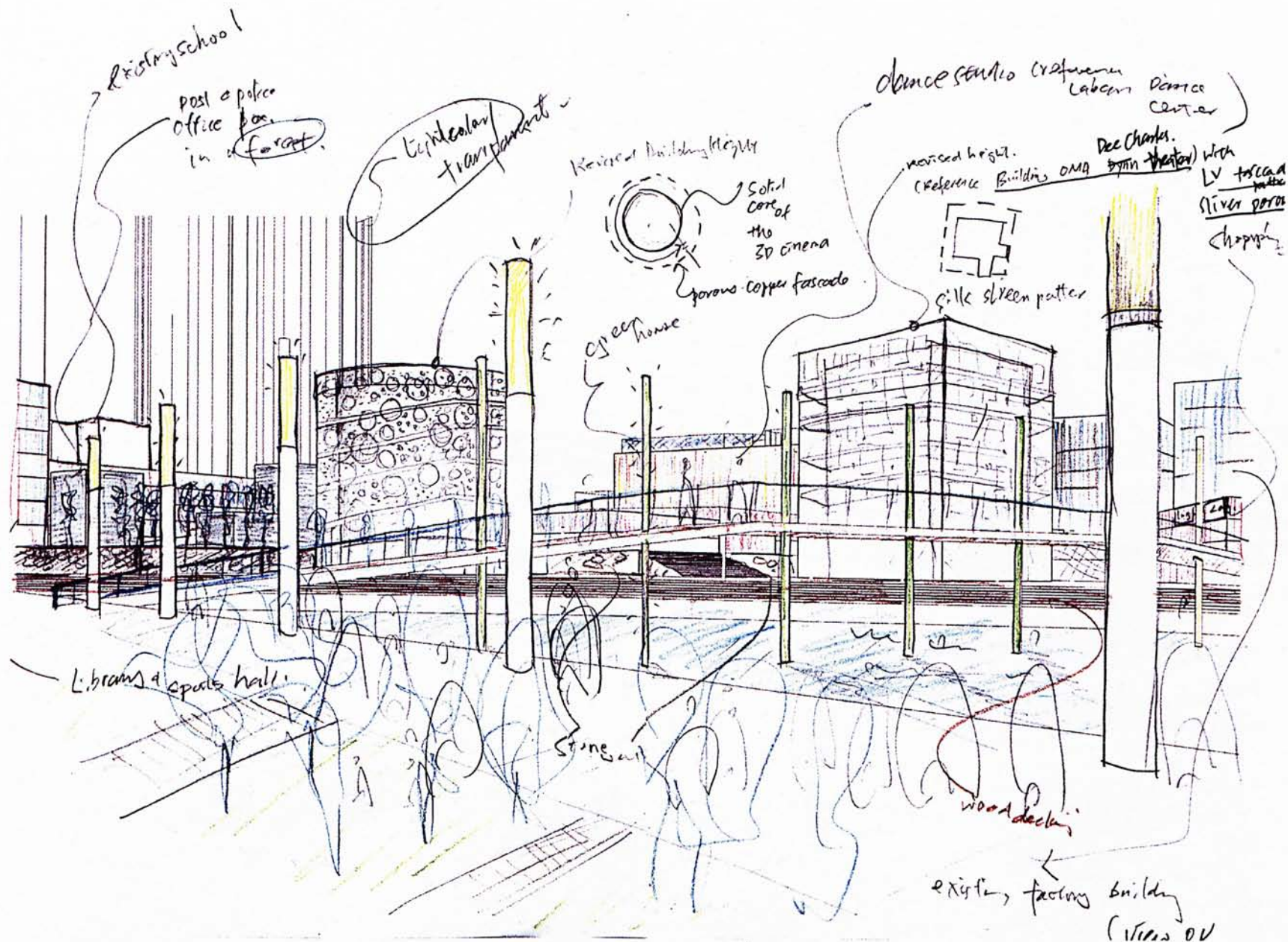
DESIGN SKETCHES H-2-2-1

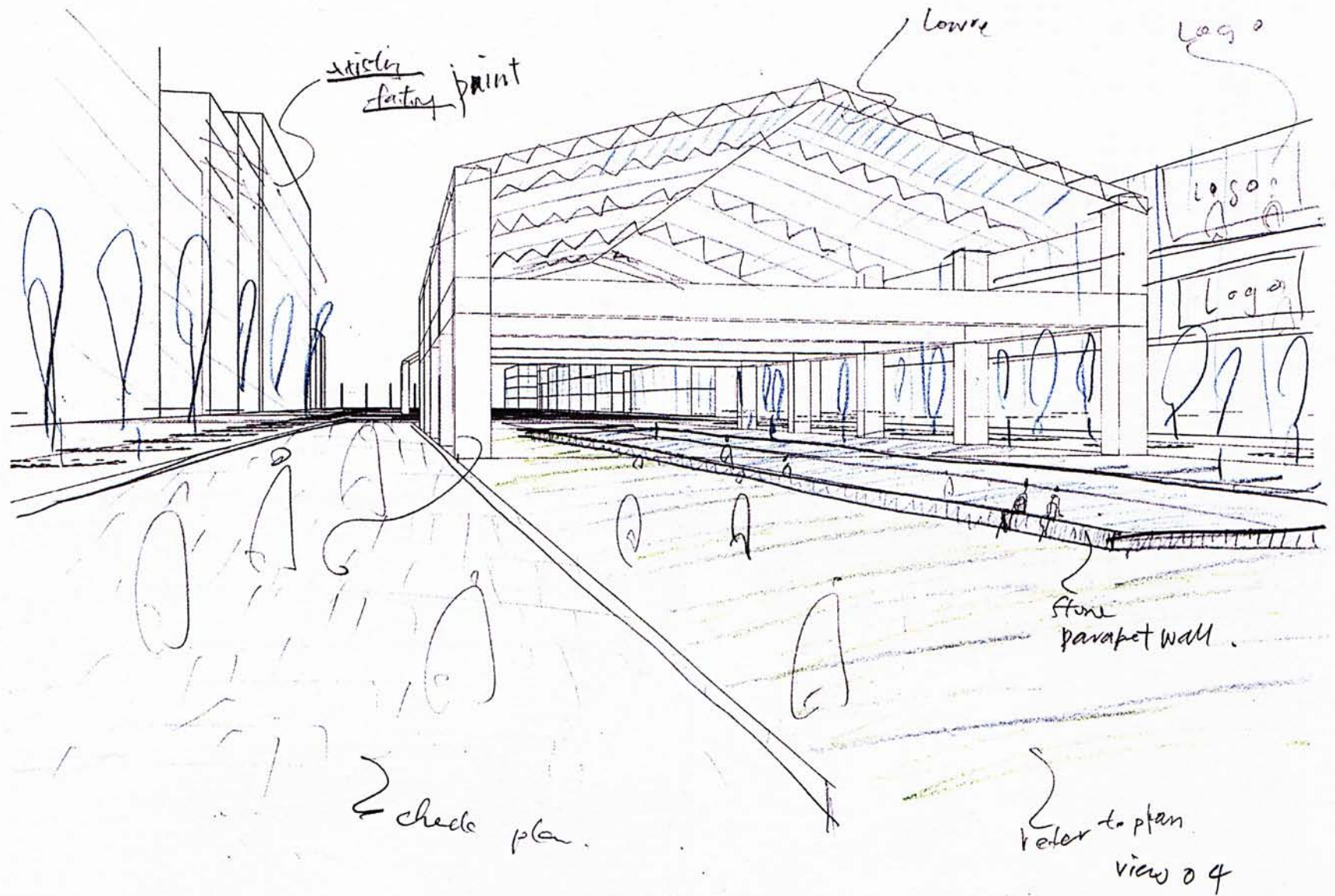


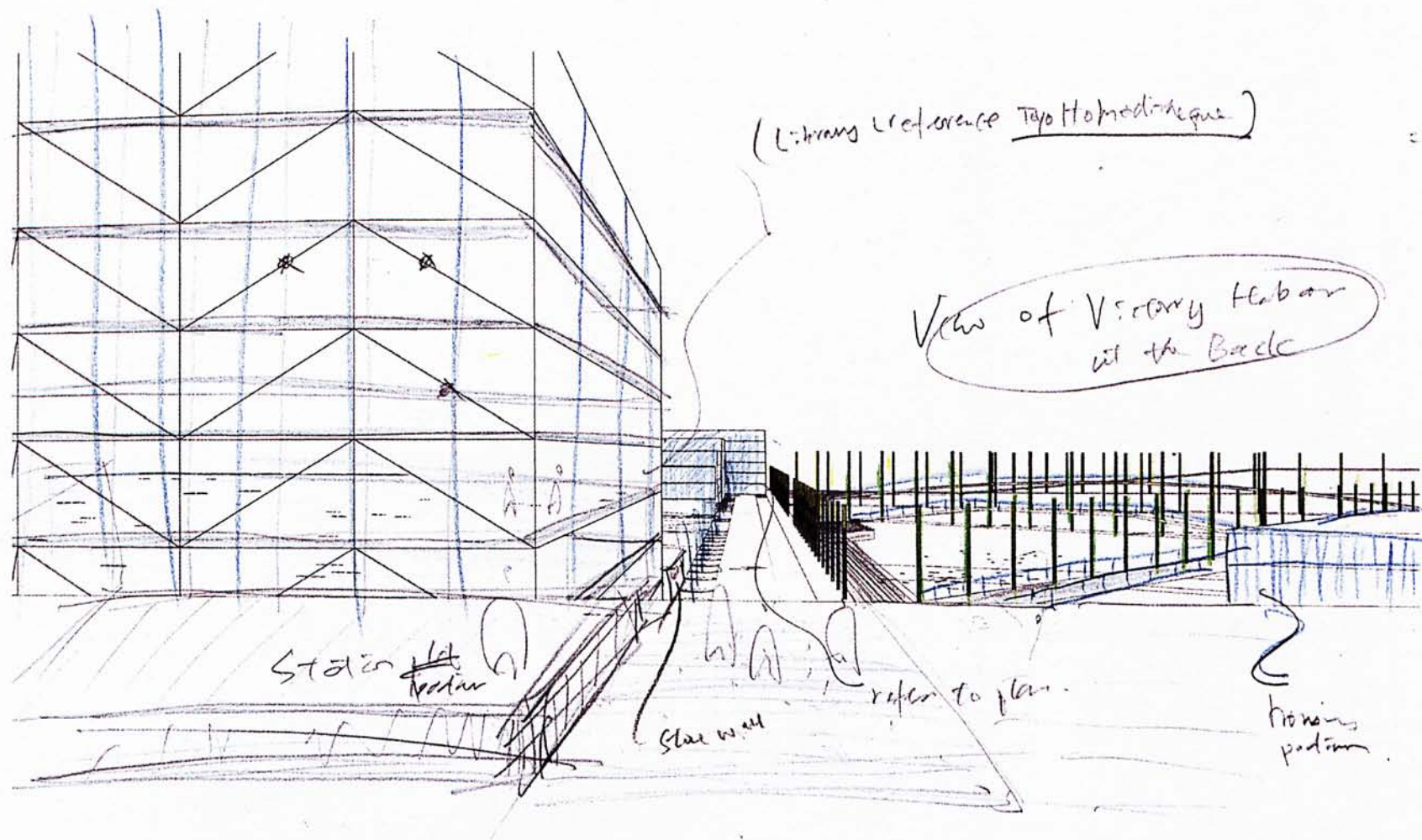


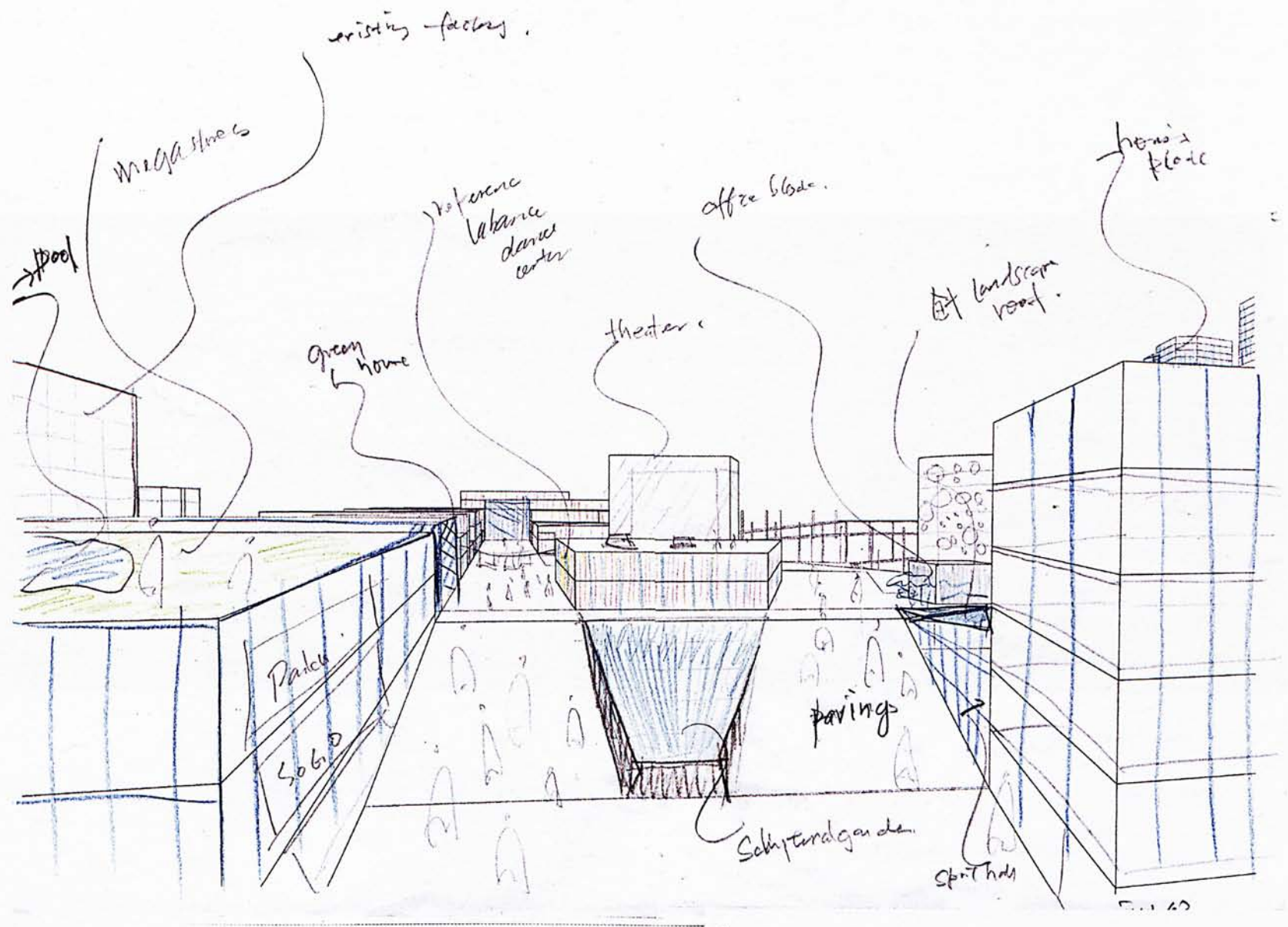


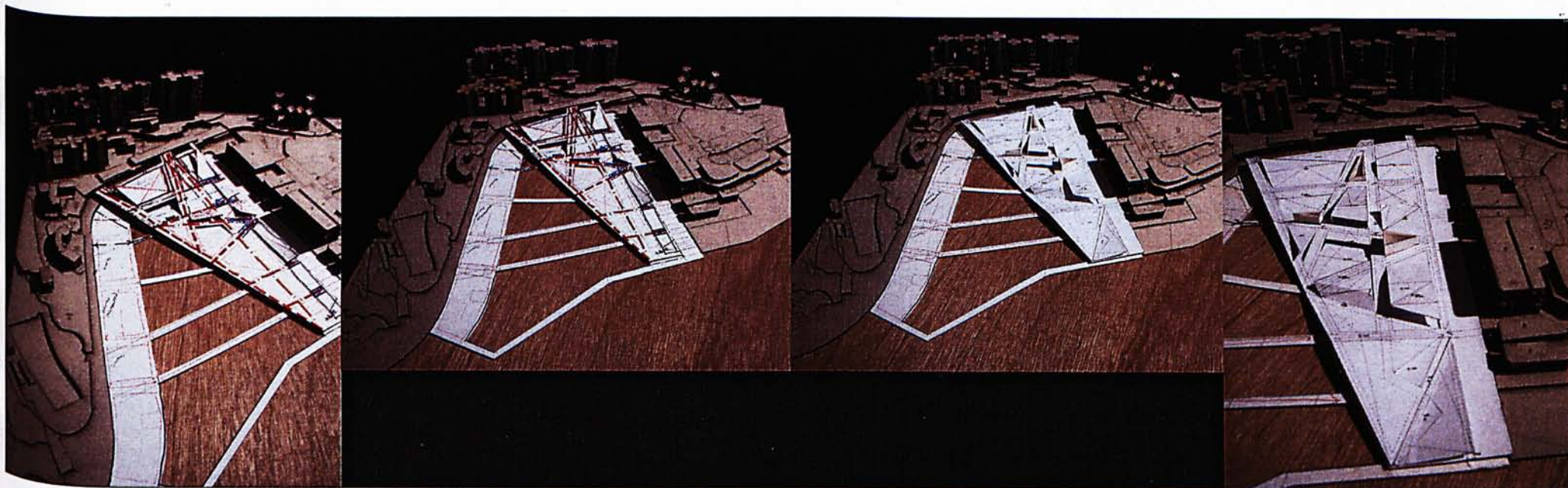








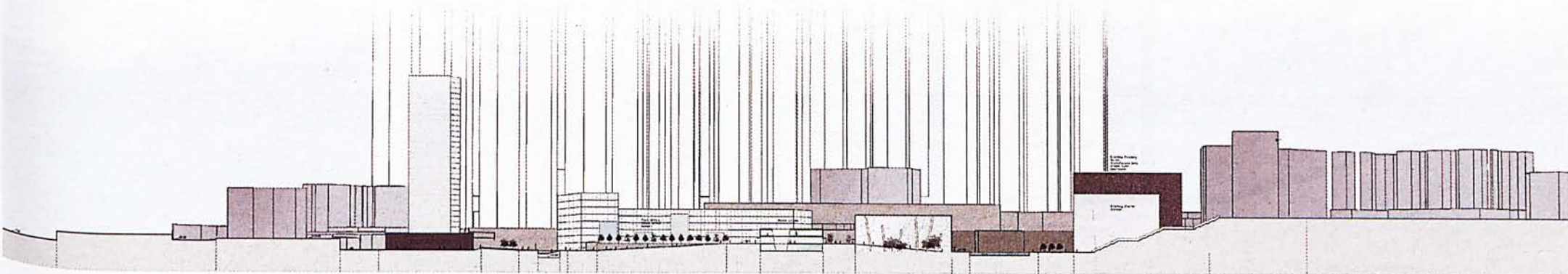




SKETCH MODEL H-3-2

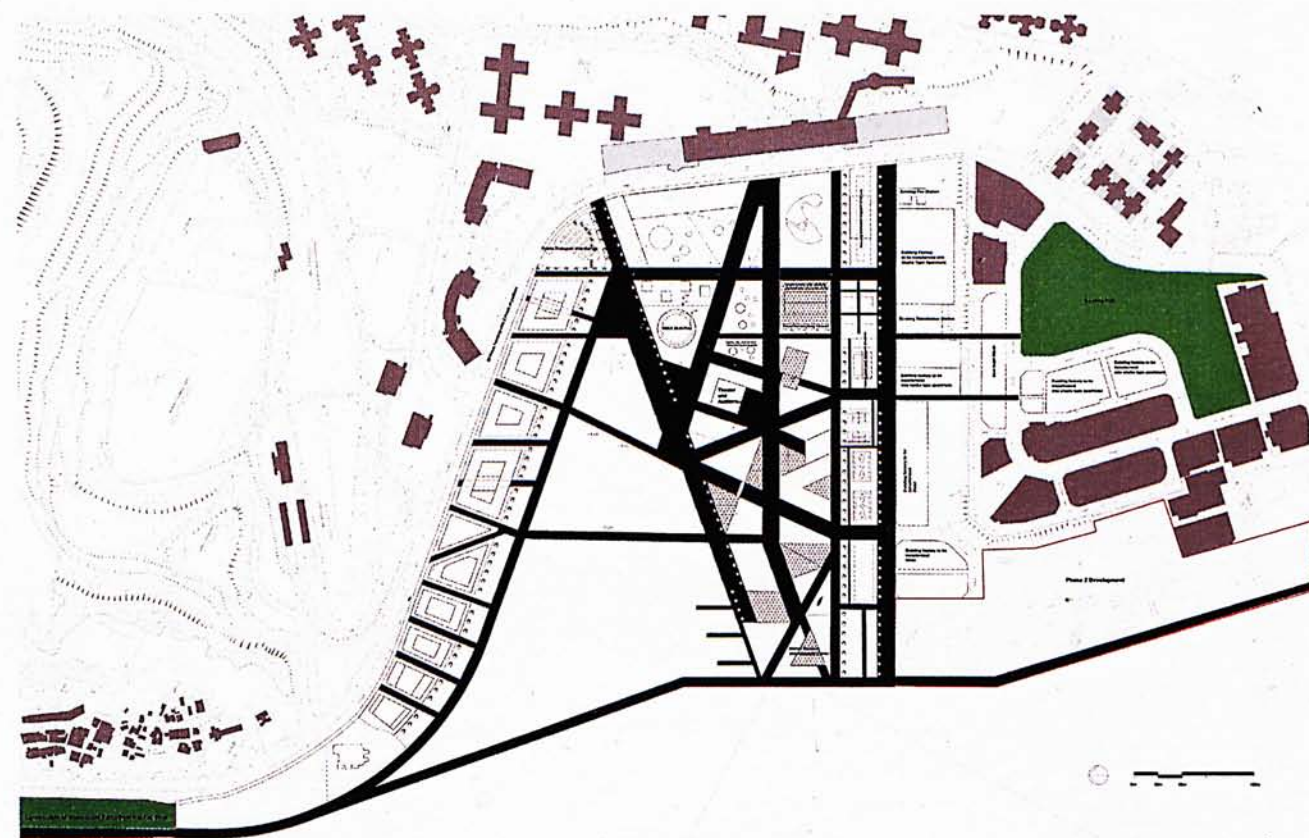
H-2-1 FINALIZED SITE DESIGN





0 150 300 750m

SITE SECTION H-2-3-2



Composite Network

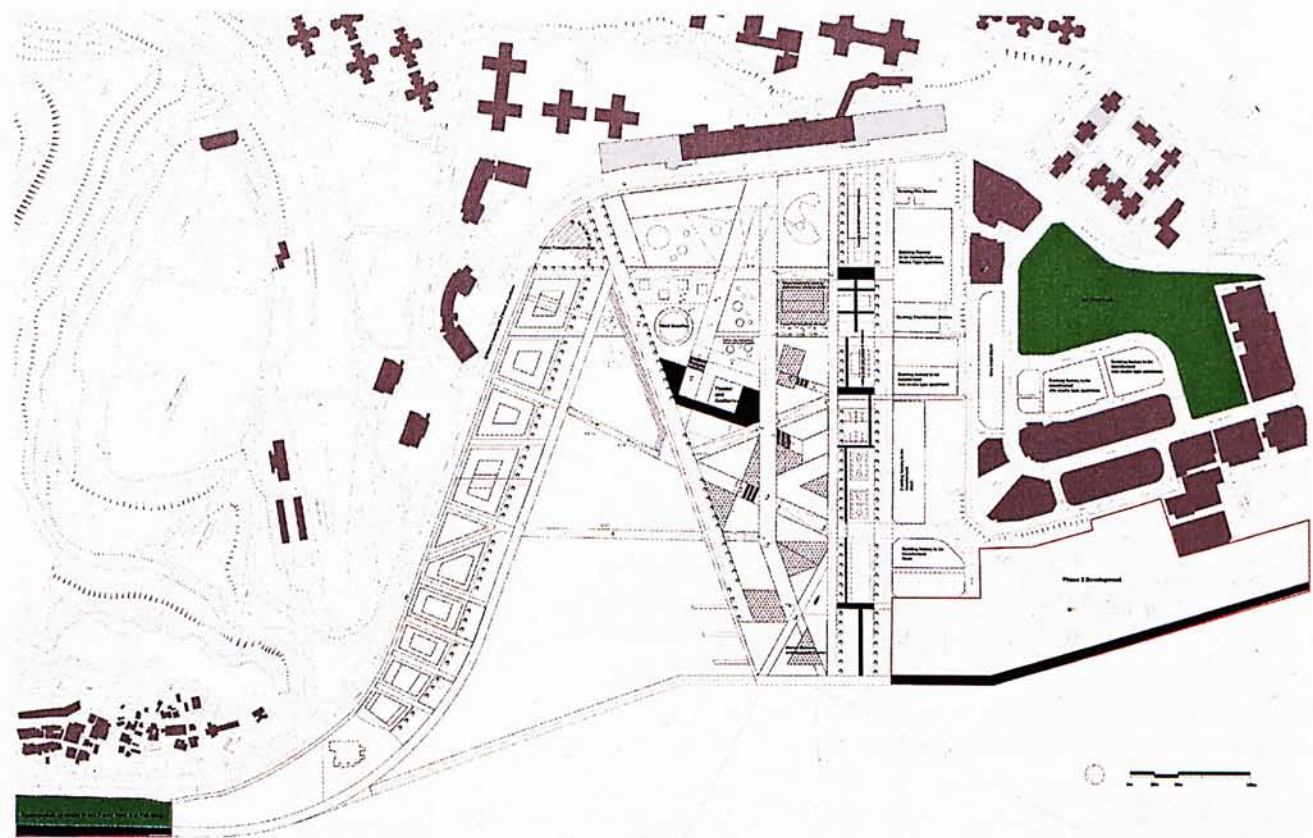


Major Spines System



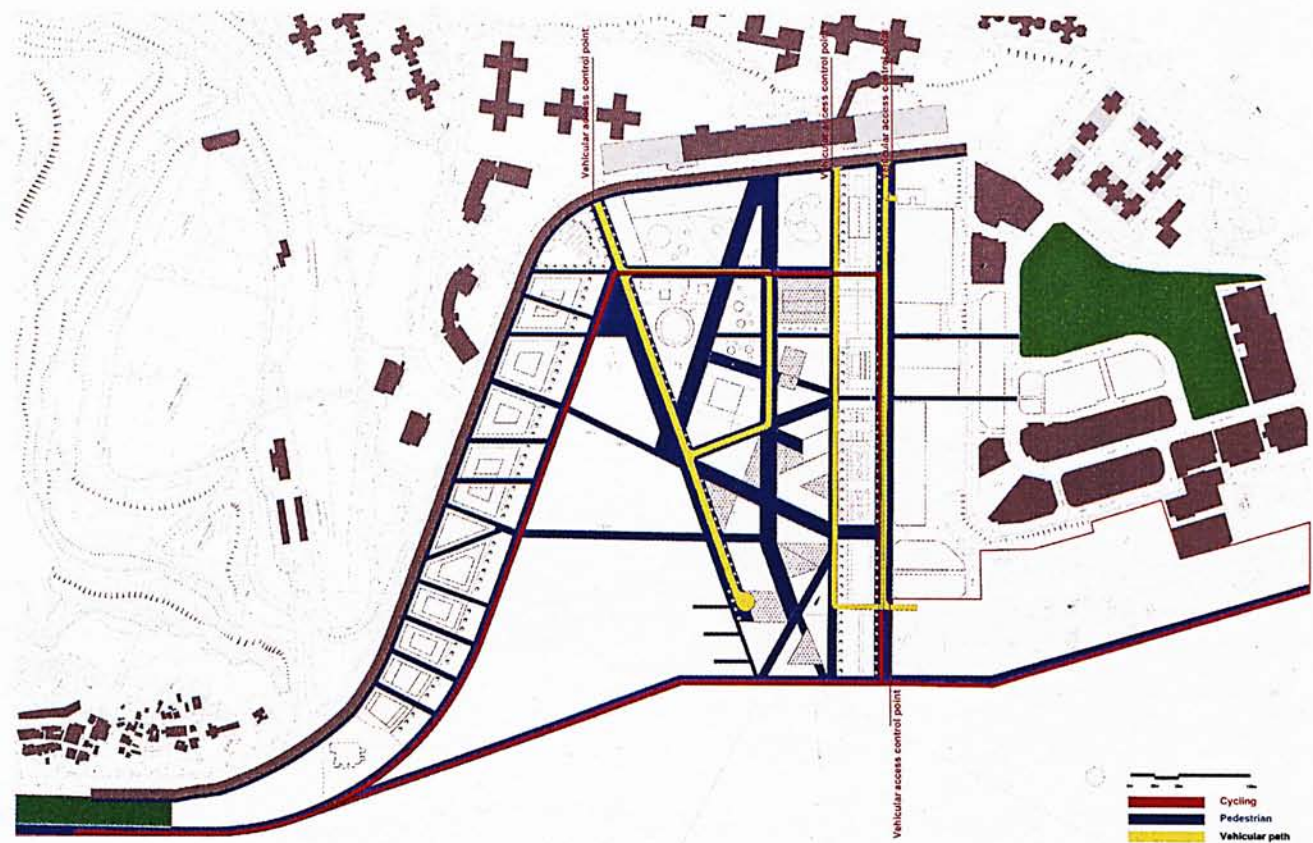
Cross Roads System

DIAGRAMS H-2-3-3

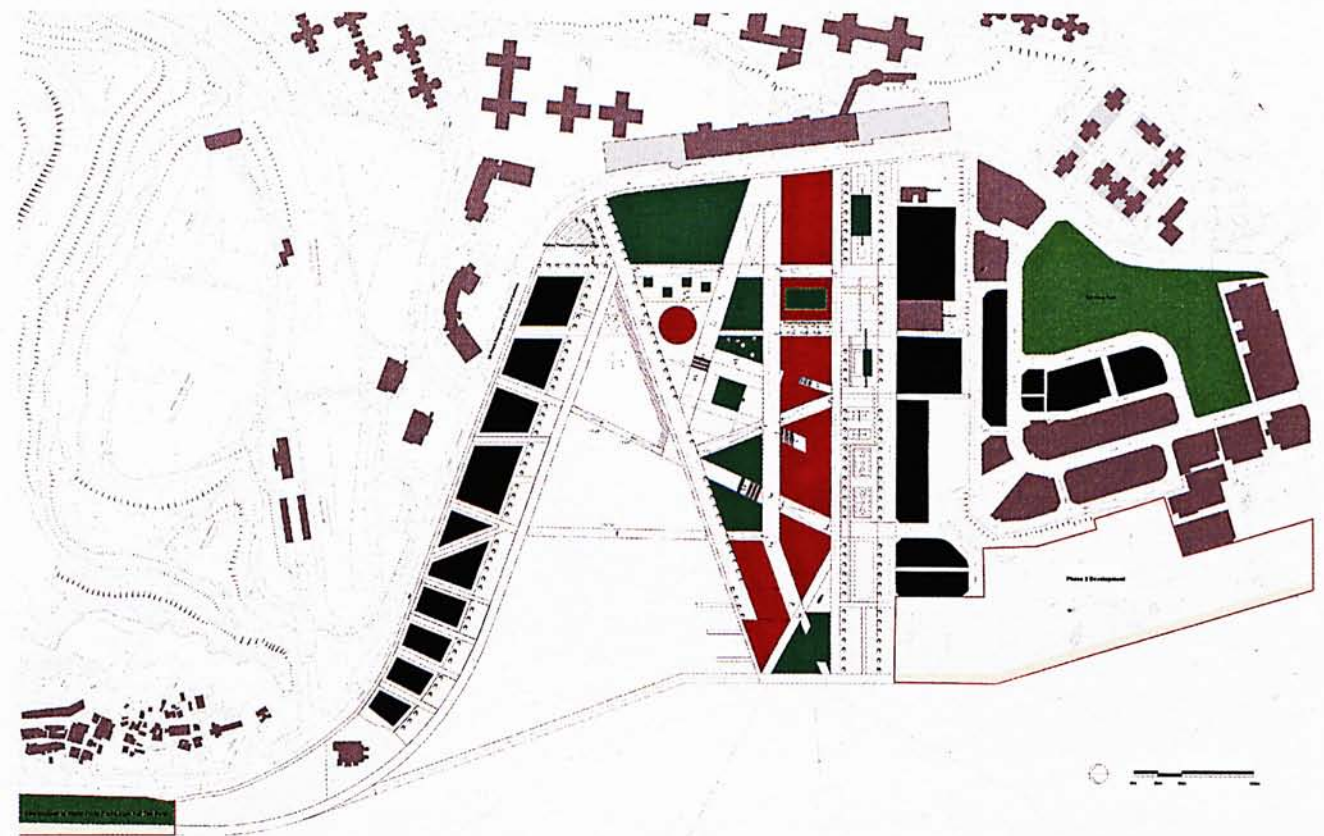


Fine Roads Systems

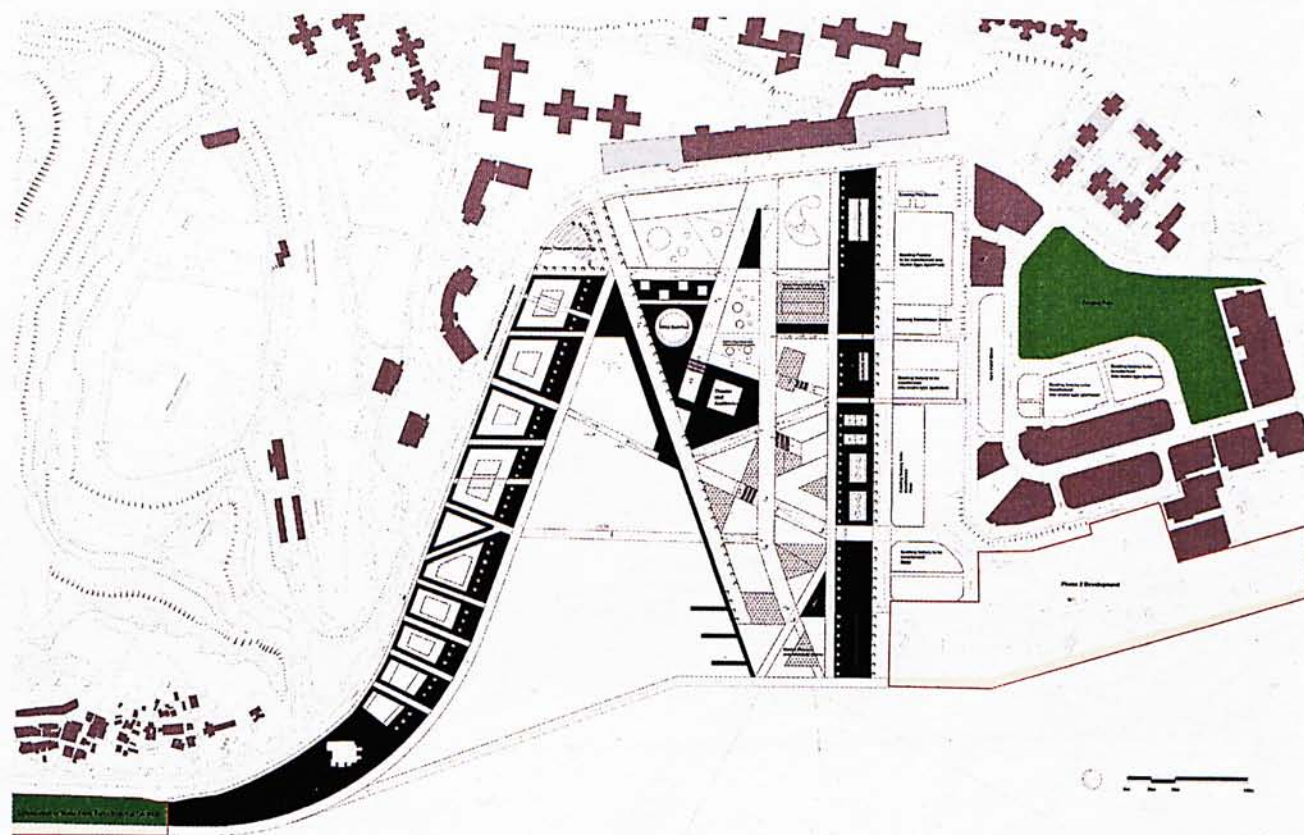
DIAGRAMS H-2-3-3



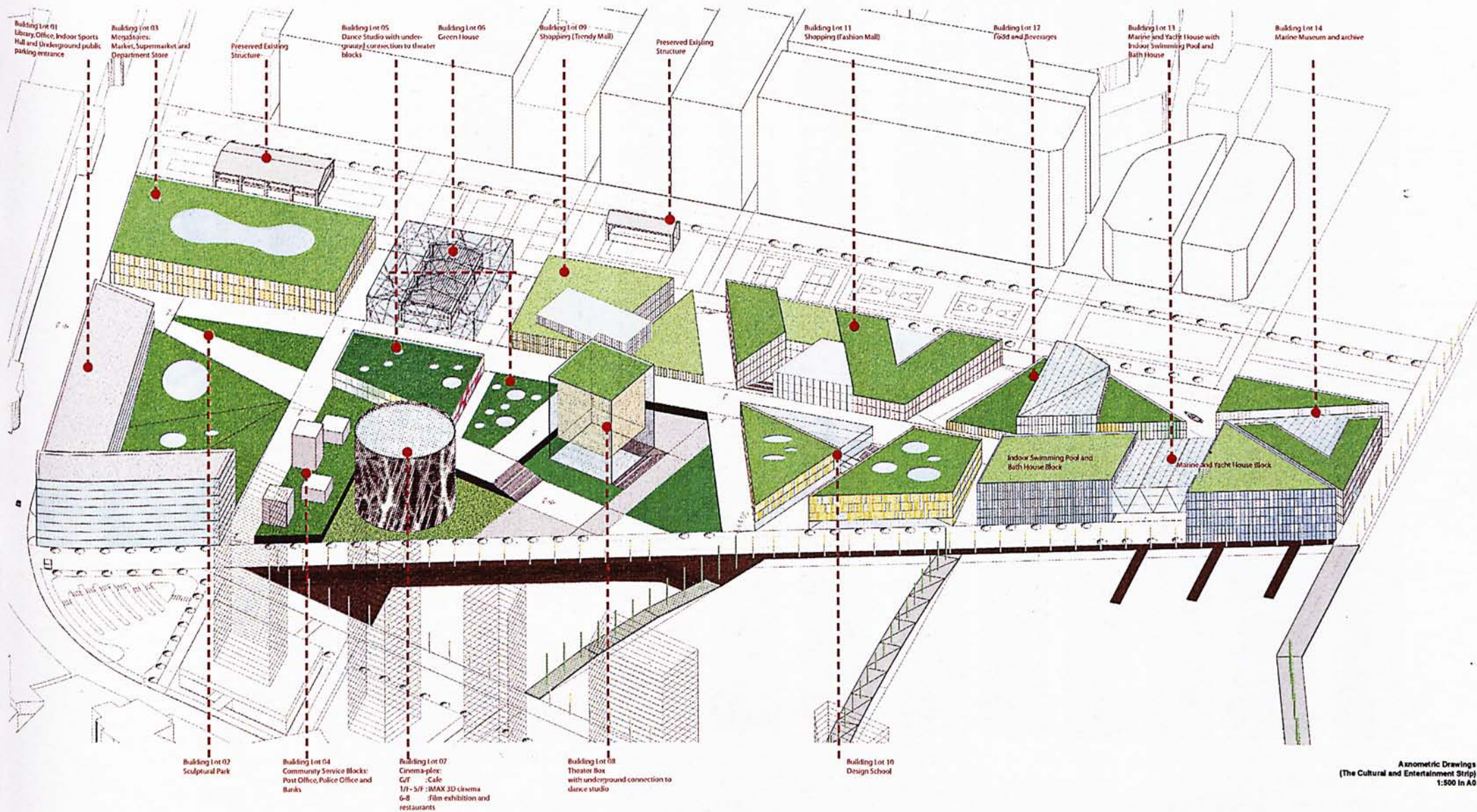
Typologies of circulation



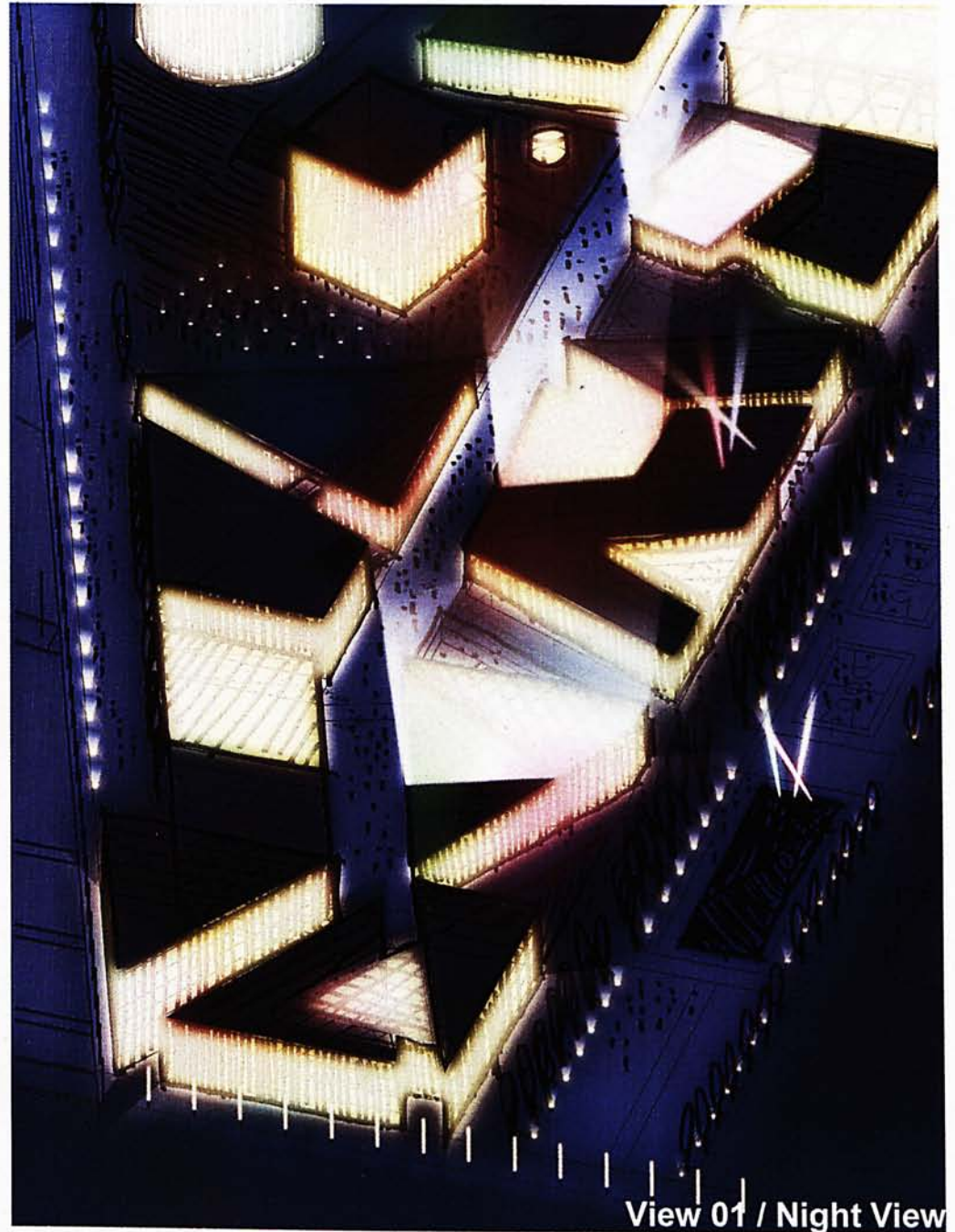
Programmatic distribution



Landscape Areas



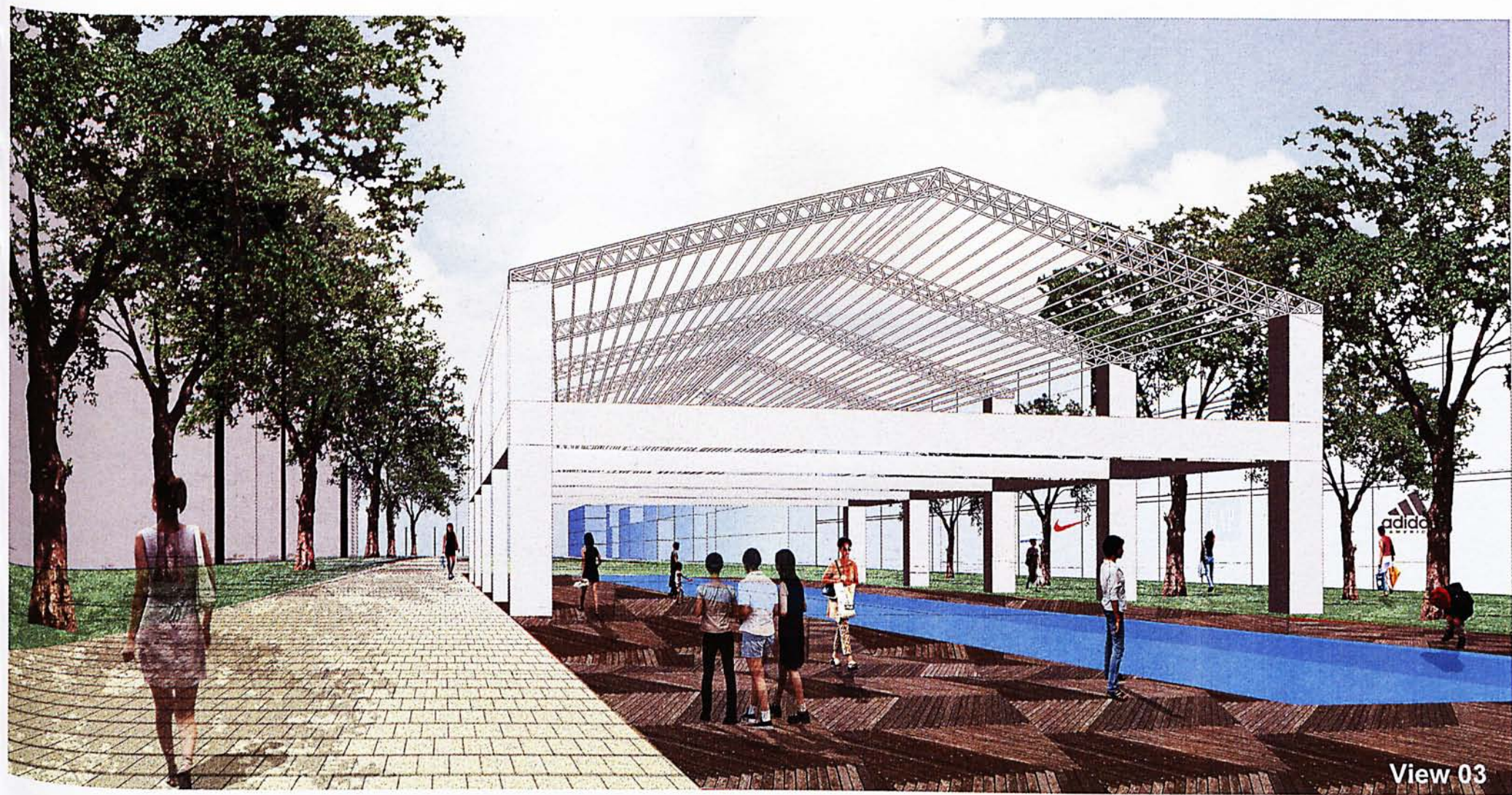
MASSING H-2-3-4

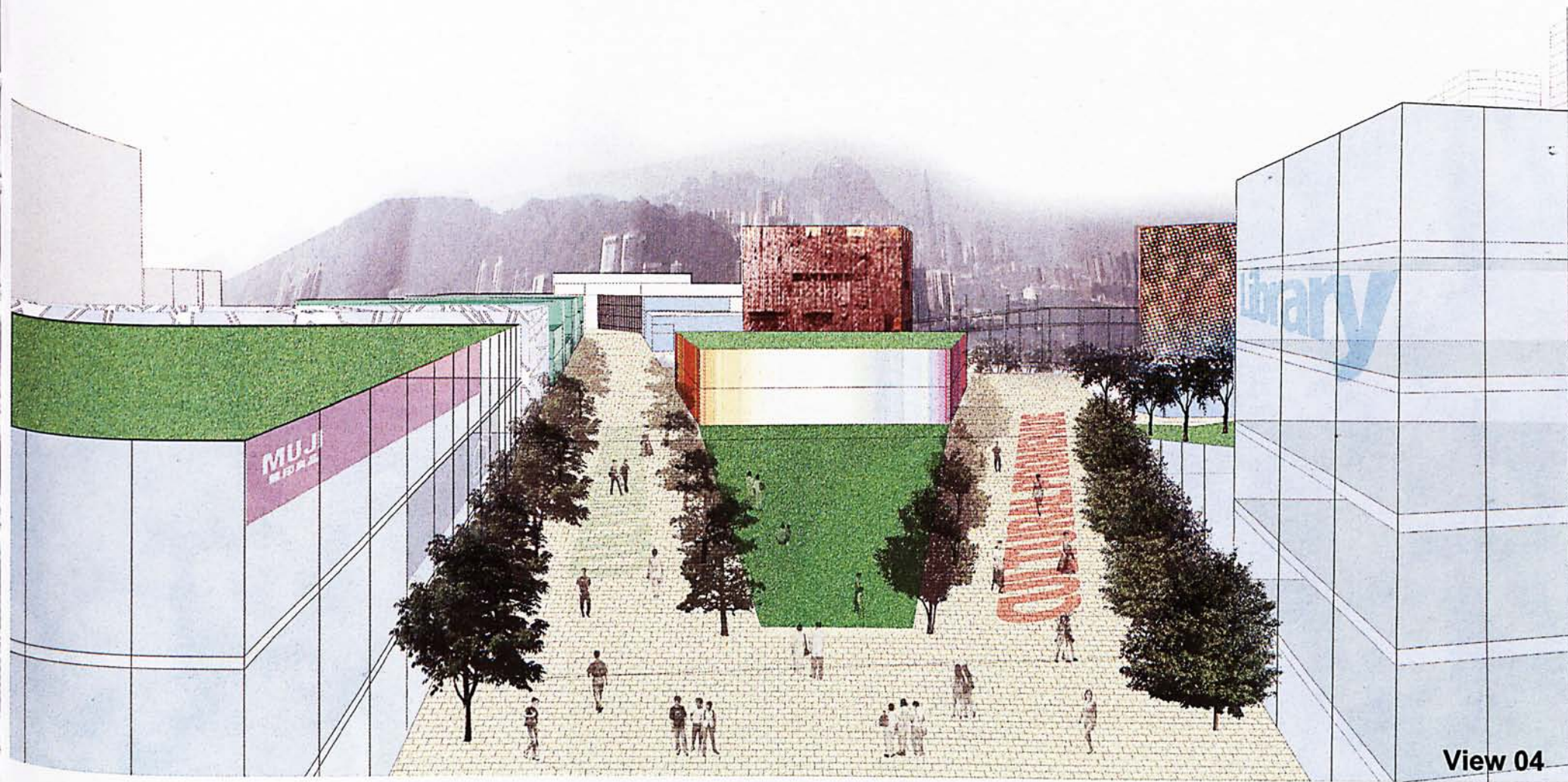


View 01 / Night View

VISUAL IMPRESSIONS H-2-3-6







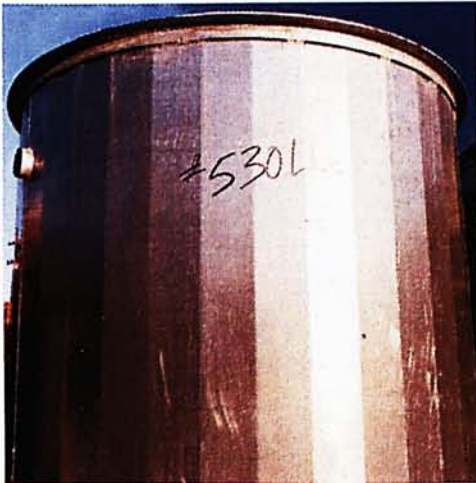


FINAL MODEL H-2-3-7



H-3 SELECTED BUILDING DESIGN

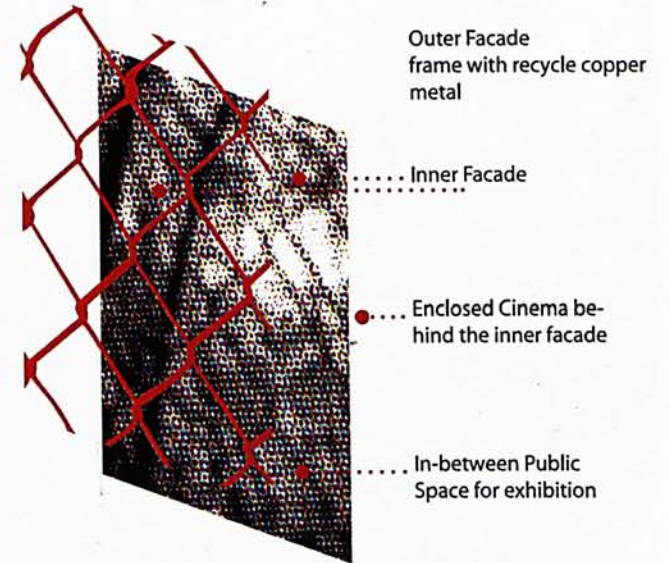
THE CINEMA-PLEX AND THE GREENHOUSE ARE SELECTED TO FURTHER DEVELOP DUE TO THE FACT THAT THEY ARE SITUATED AT THE EDGE BETWEEN THE WHOLE ENTERTAINMENT AND RECREATIONAL STRIP AND THE HOUSING AND HOTEL NEIGHBOURHOOD

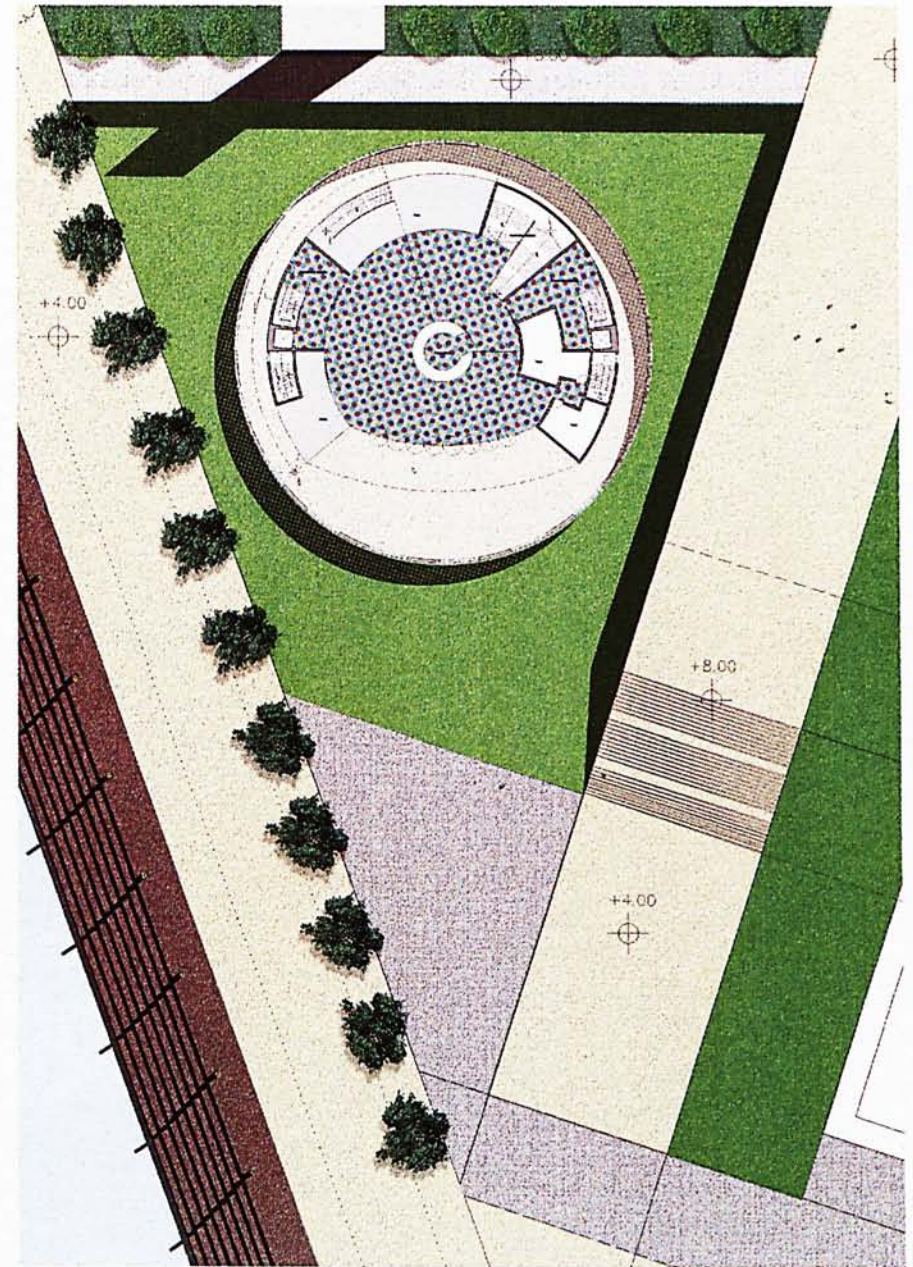


Material and Formal Concept



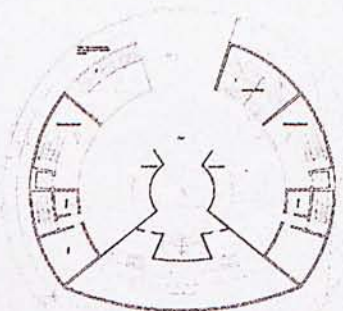
Facade and Spatial Concept



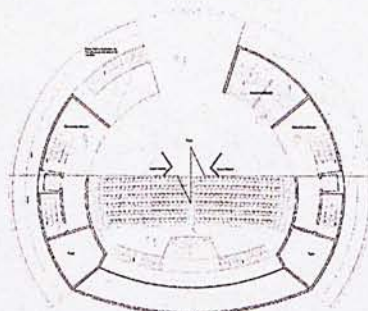


G/F Plan Level +4.00
Scale 1:500 in A3

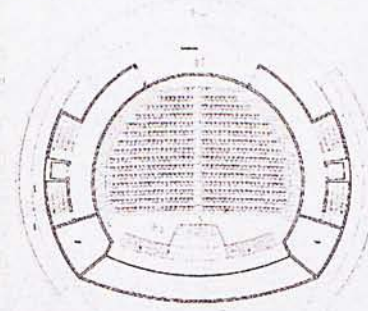
BUILDING 01_THE CINEMA-PLEX _THE PLAN H-3-1



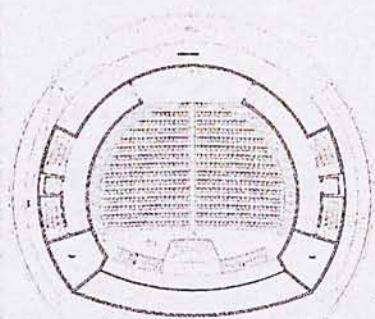
Foyer Level Plan
Level +10.00



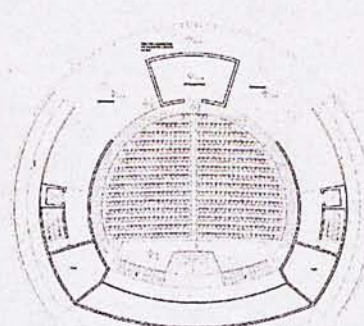
Level +14.00



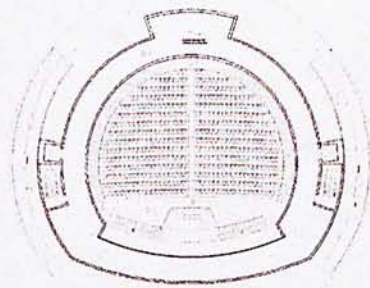
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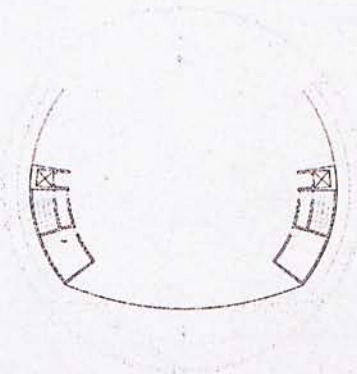
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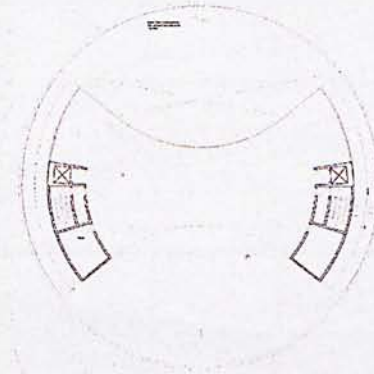
Level +24.00



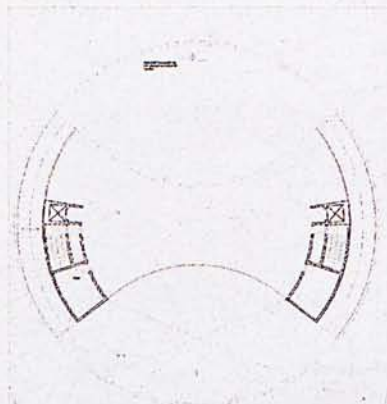
Level +30.00



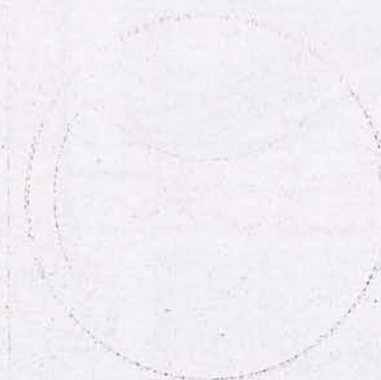
Exhibition and Cafe Level
Level +34.00



Exhibition and Cafe Level
Level +38.00

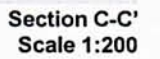


Exhibition and Cafe Level
Level +42.00

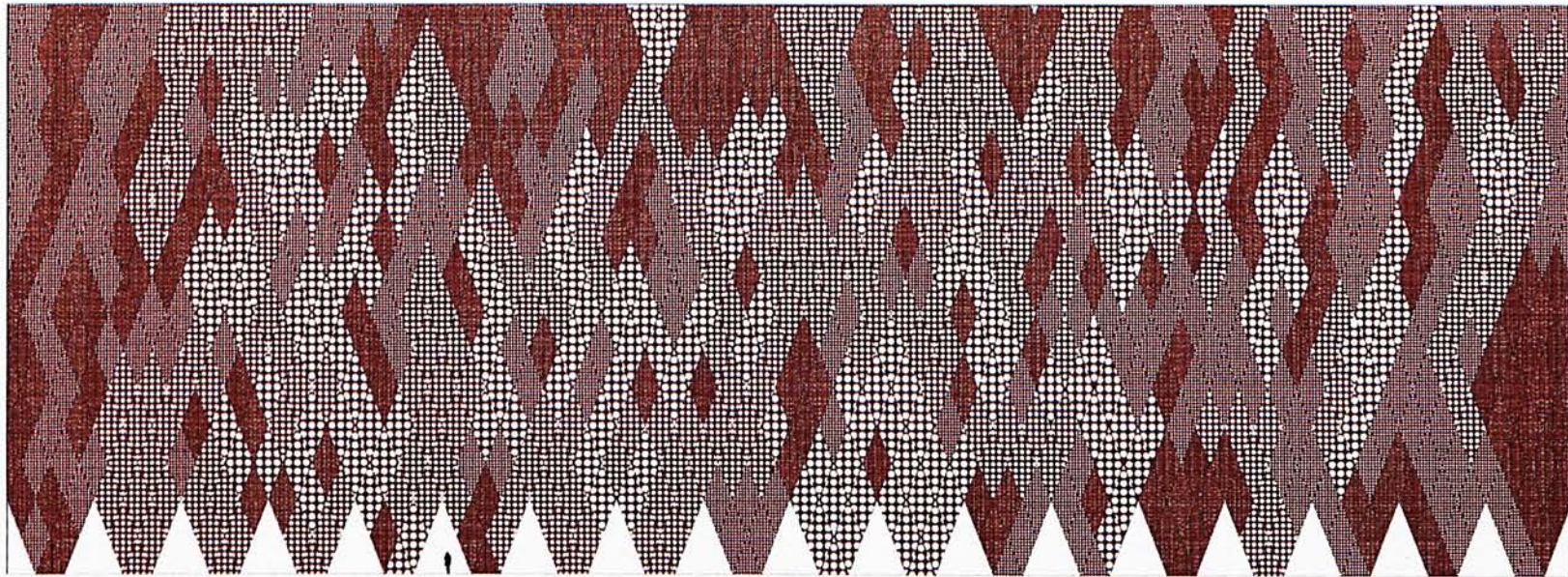


Roof Level
Level +46.00

Scale 1:500



BUILDING 01_THE CINEMA-PLEX_THE SECTION H-3-1



Unfolded Copper
Facade Drawing
Scale 1:400 IN A3



Panel Type 01
Radius 50mm



Panel Type 02
Radius 100mm

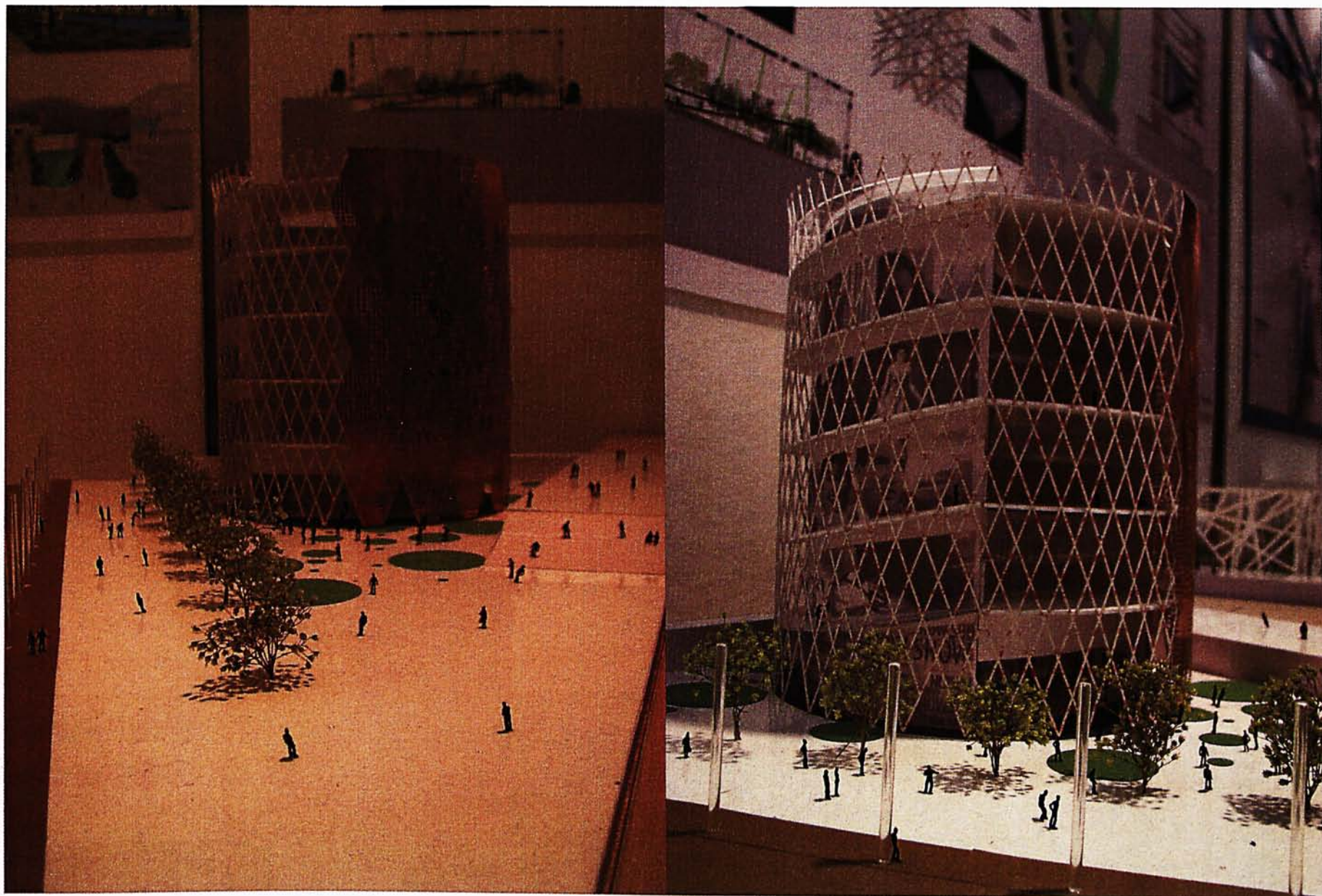


Panel Type 03
Radius 200mm

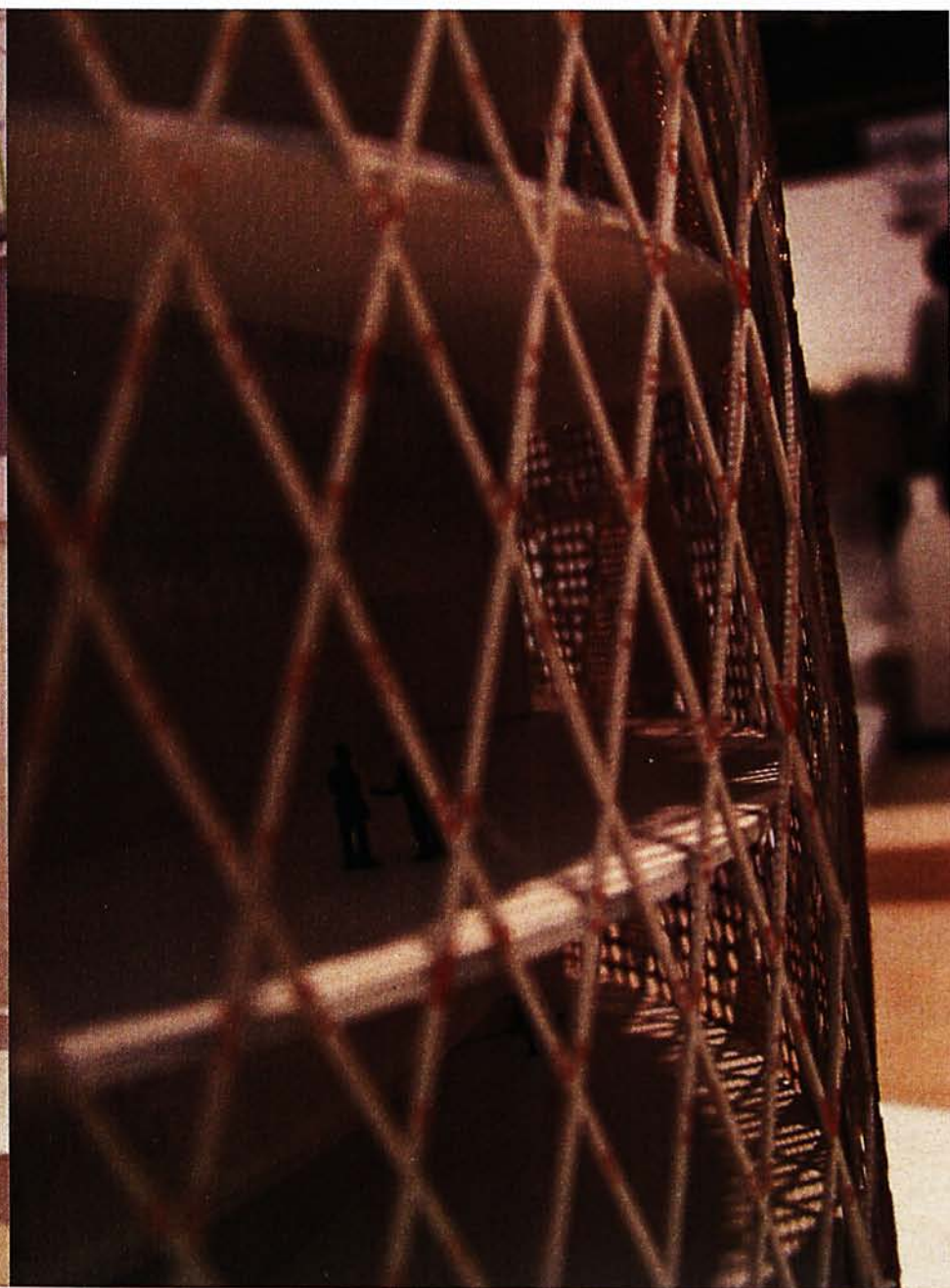
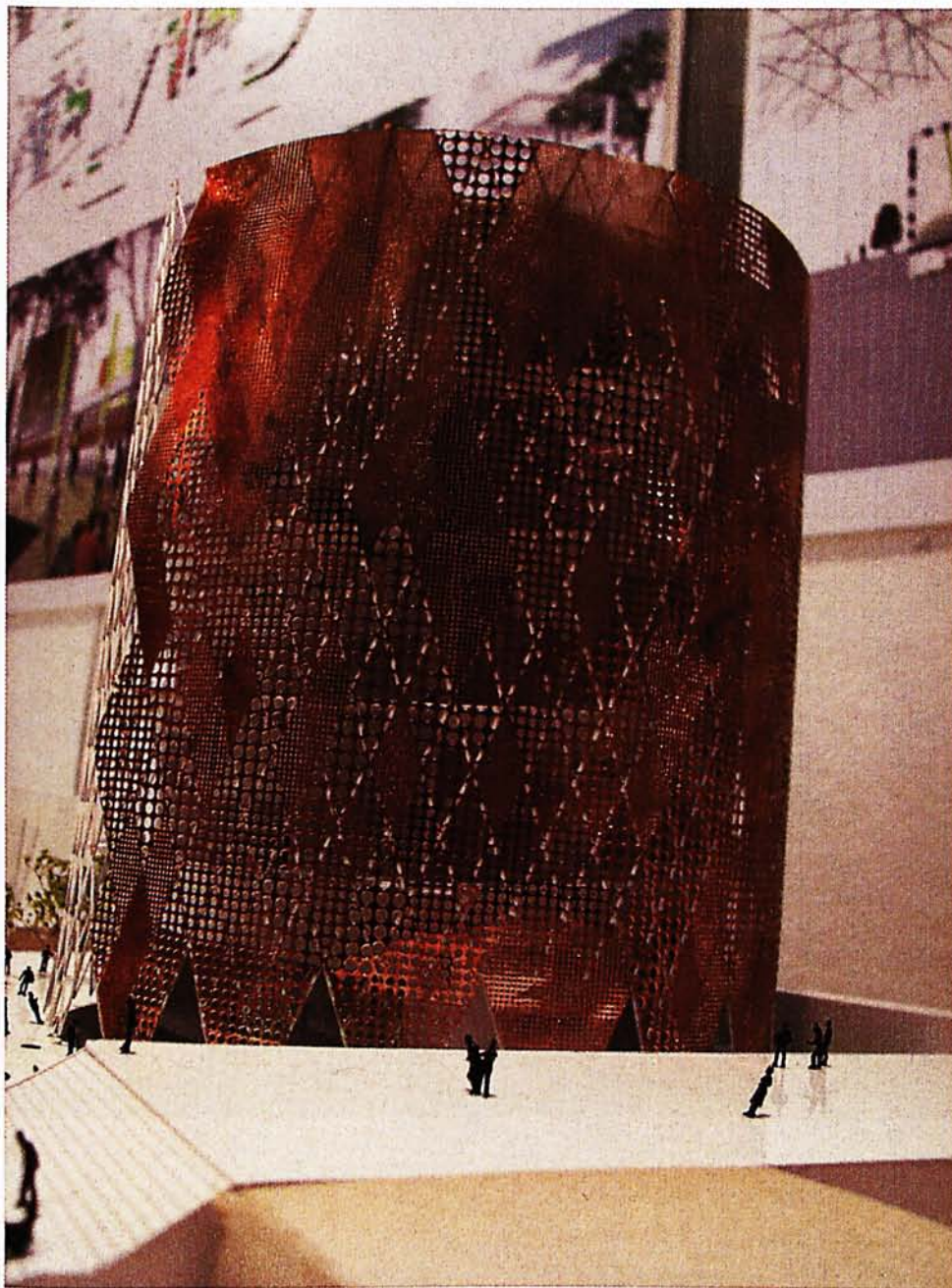


Panel Type 03
Radius 300mm

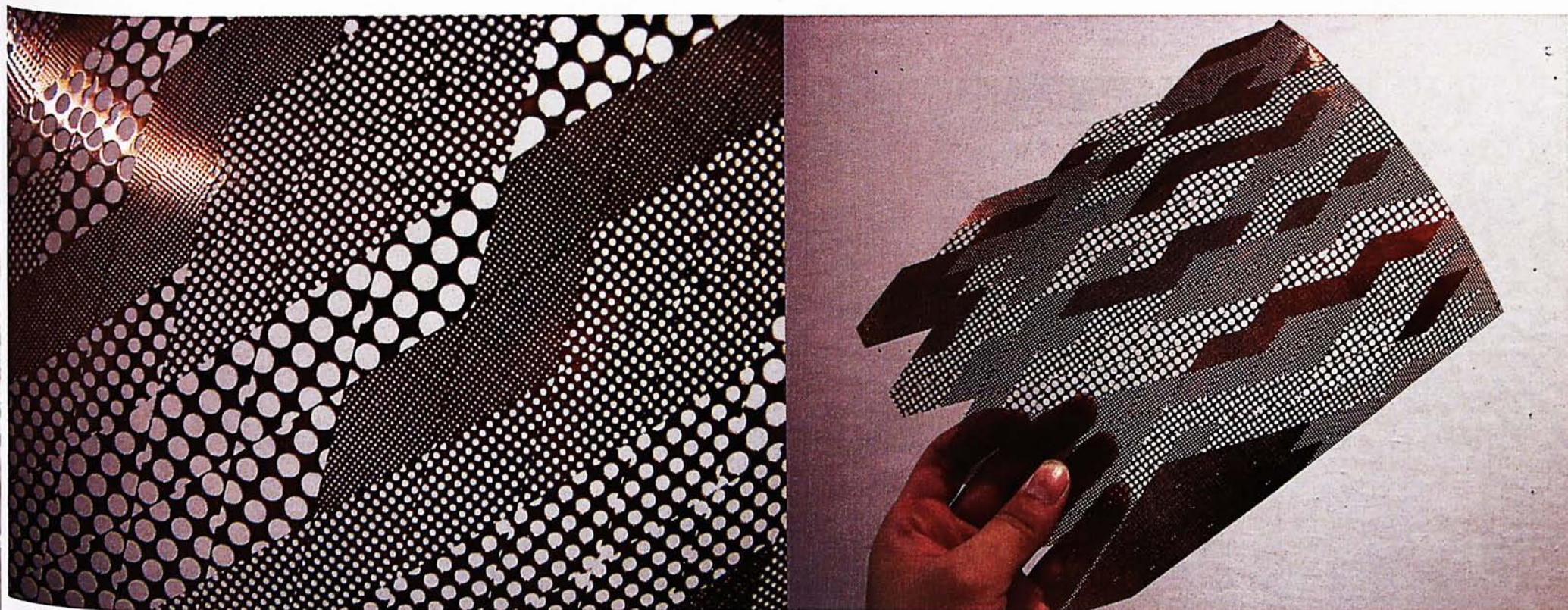
Typology of Copper Facade Panel
Scale 1:200 IN A3



BUILDING 01_THE CINEMA-PLEX _THE MODEL H-3-1



BUILDING 01_THE CINEMA-PLEX _THE MODEL H-3-1

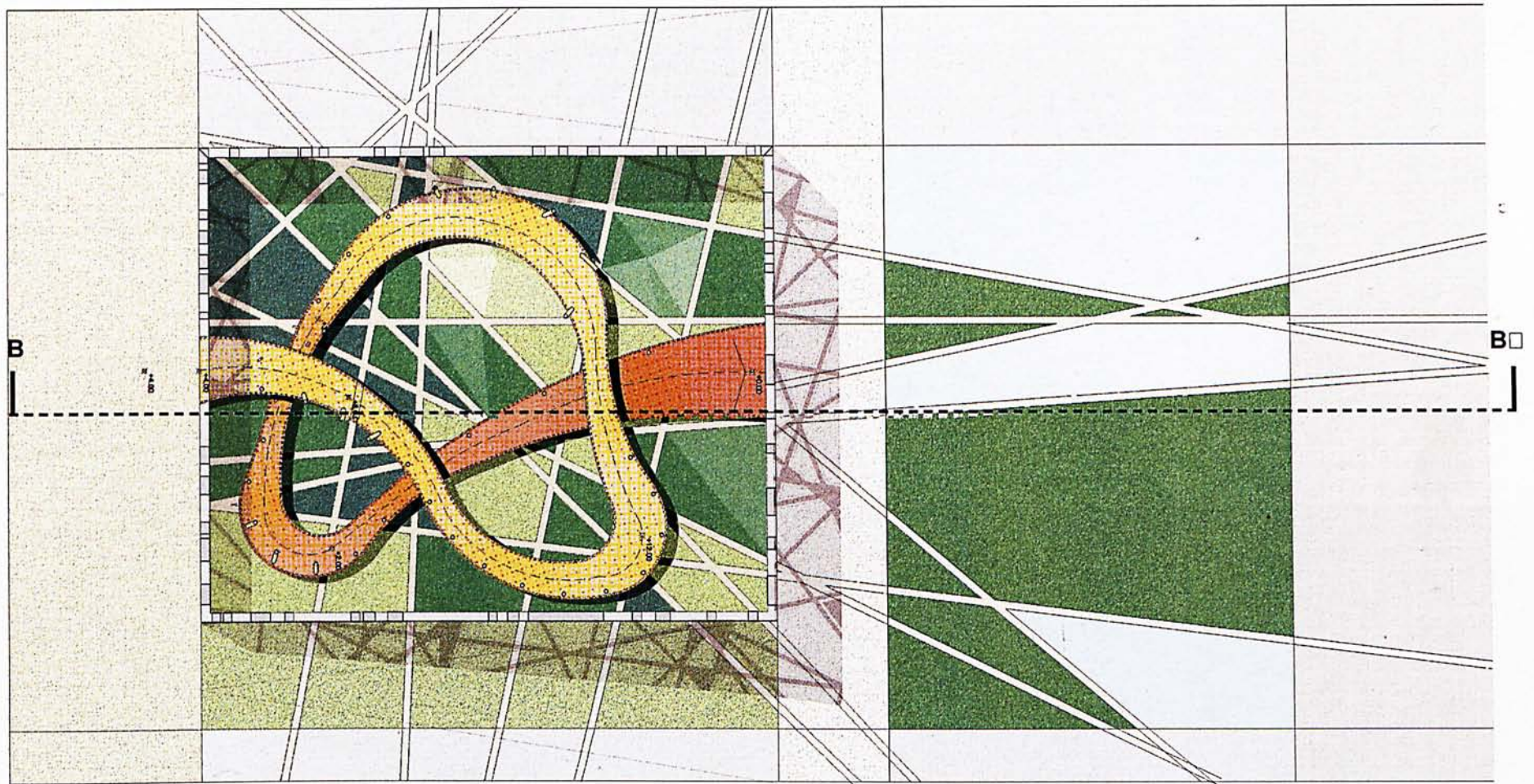


BUILDING 01_THE CINEMA-PLEX _THE MODEL H-3-1

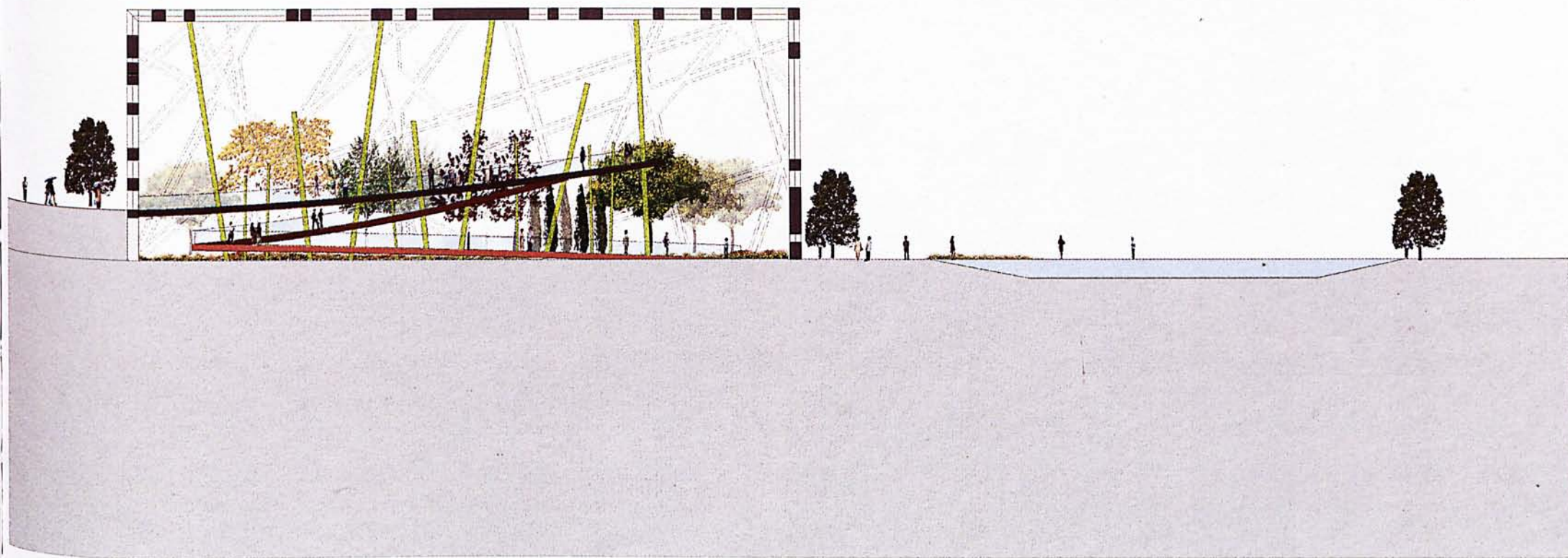


Structural and Spatial Concept

BUILDING 02_THE GREEN HOUSE_THE CONCEPT H-3-2

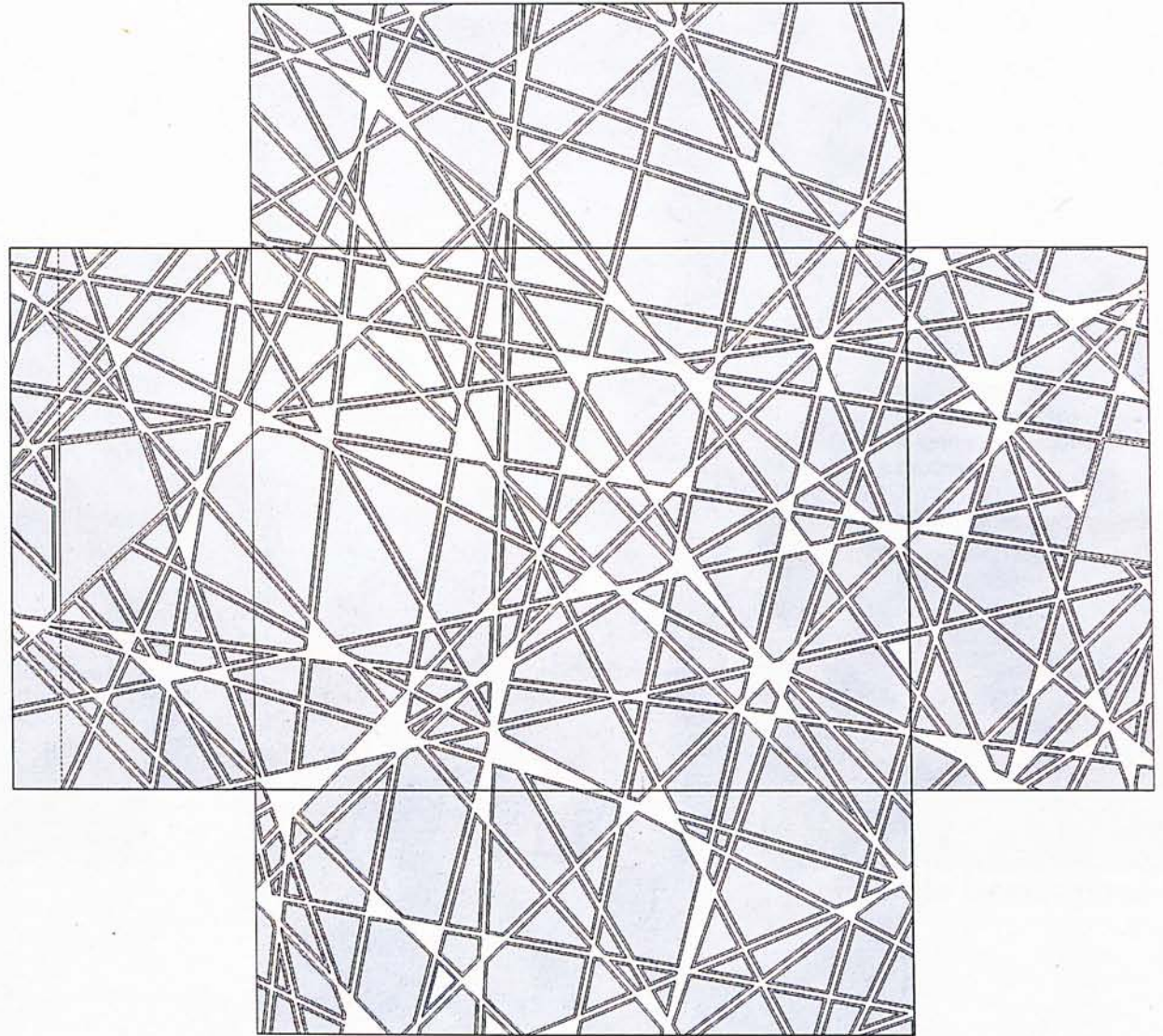


Plan cut at level +12.00
Scale 1:400 in A3

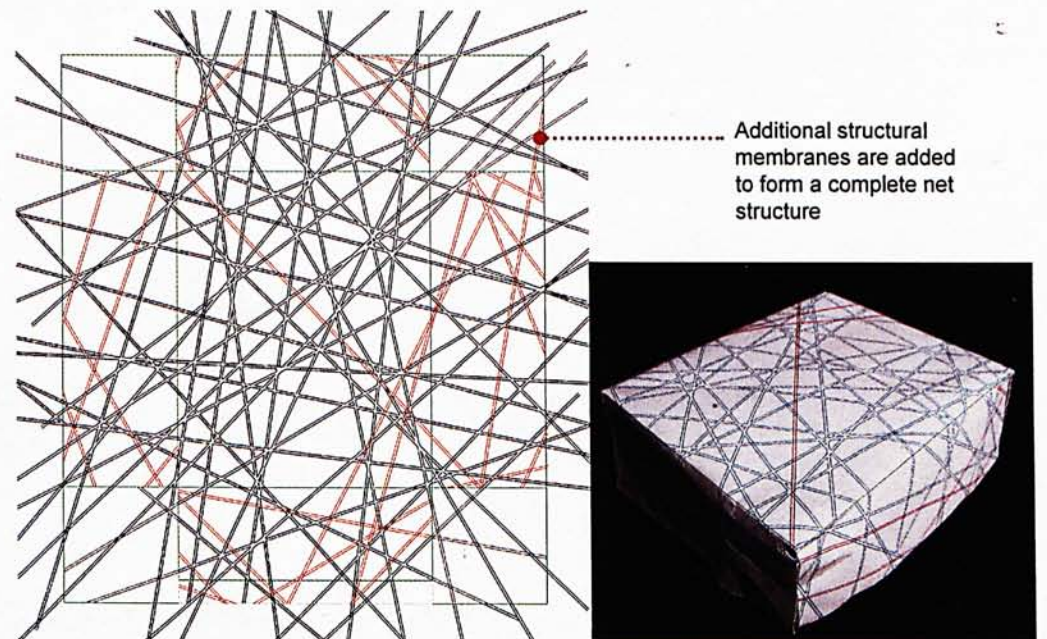
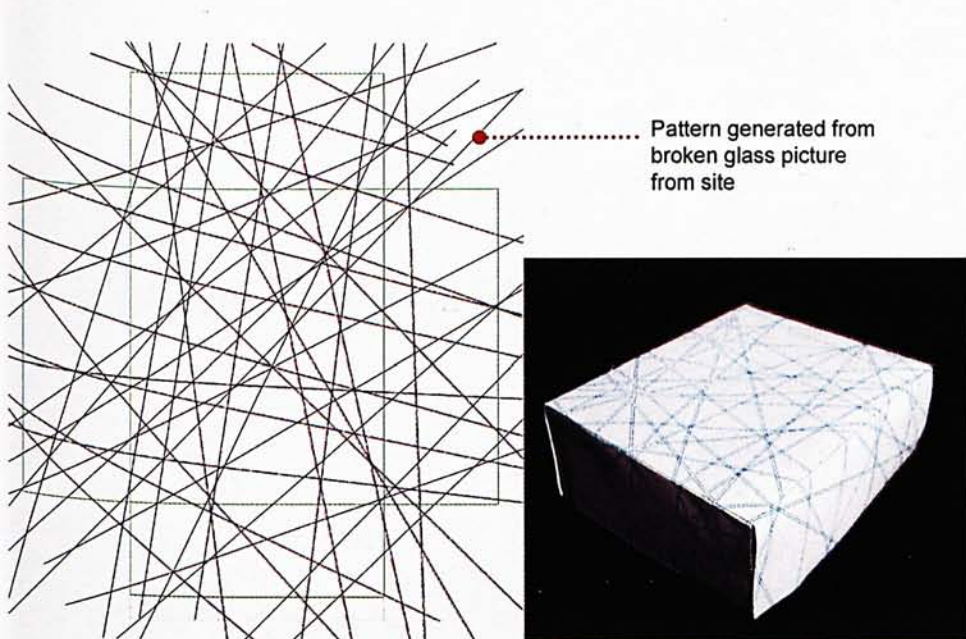


Section
Scale 1:300 IN A3

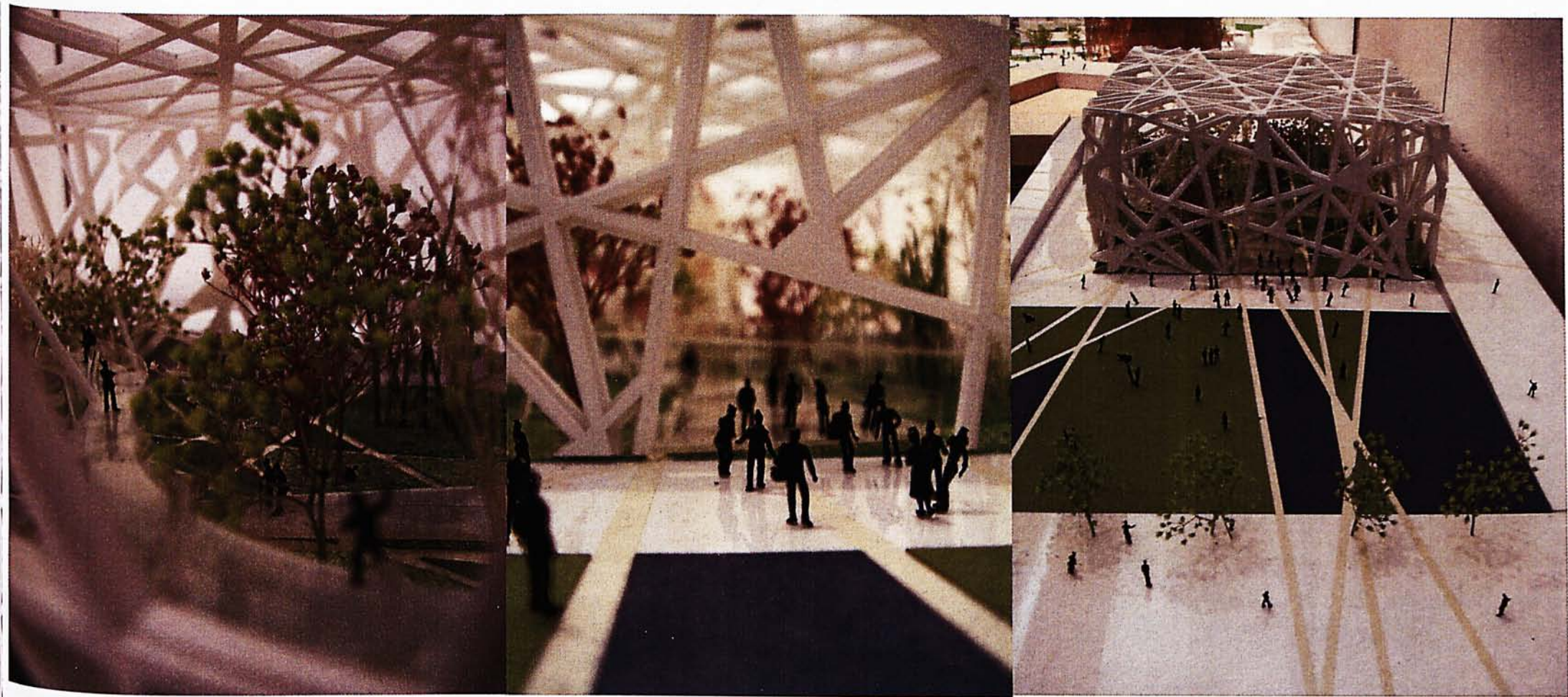
BUILDING 02_THE GREEN HOUSE_THE SECTION H-3-2



Unfolded Facade Drawing
Scale 1:400 in A3



Facade Development



BUILDING 02_THE GREEN HOUSE_THE MODEL H-3-2



BUILDING 02_THE GREEN HOUSE_THE MODEL H-3-2

H-4 Final Presentation
H-4-1 Final Presentation Panels
H-4-2 Final Models

BIGNESS In the city

A. Thesis Statement and Research Overview

Thesis Statement: The purpose of this research is to explore the relationship between urban form and social interaction, specifically focusing on the impact of building density and layout on community engagement.

Research Overview: This research is divided into three main sections: A. Thesis Statement and Research Overview, B. Research Summary, and C. Design Concept and Urban Strategies. Each section provides a detailed analysis of the research process and the resulting design proposals.

B. Research Summary

Research Summary: This section summarizes the key findings of the research, including the impact of building density and layout on community engagement. It includes a series of diagrams and charts that illustrate the research results.

C. Design Concept and Urban Strategies

Design Concept: The design concept is based on the idea of creating a vibrant, walkable community that encourages social interaction and community engagement. It includes a series of diagrams and charts that illustrate the design concept.

Urban Strategies: The urban strategies are designed to create a vibrant, walkable community that encourages social interaction and community engagement. It includes a series of diagrams and charts that illustrate the urban strategies.

D. Programmatic Strategy

Programmatic Strategy: This section outlines the programmatic strategy for the project, including the types of buildings and spaces that will be created. It includes a series of diagrams and charts that illustrate the programmatic strategy.

E. Design Objectives / Direction

Design Objectives / Direction: This section outlines the design objectives and direction for the project, including the types of buildings and spaces that will be created. It includes a series of diagrams and charts that illustrate the design objectives and direction.

F. Design Objectives / Direction

Design Objectives / Direction: This section outlines the design objectives and direction for the project, including the types of buildings and spaces that will be created. It includes a series of diagrams and charts that illustrate the design objectives and direction.

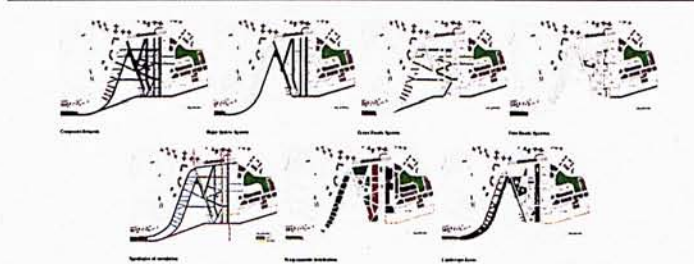
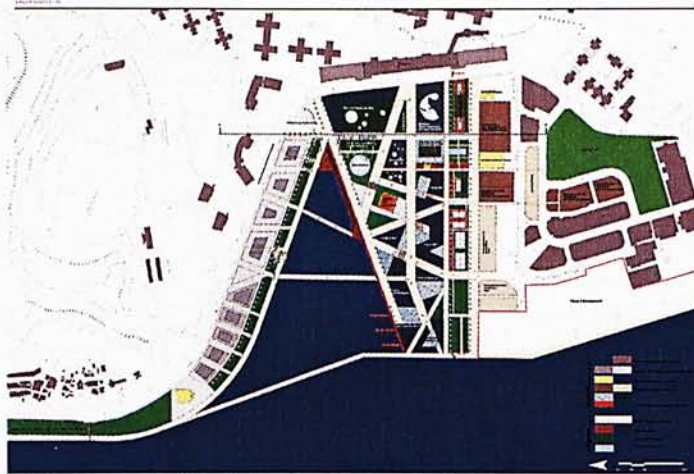
G. Design Objectives / Direction

Design Objectives / Direction: This section outlines the design objectives and direction for the project, including the types of buildings and spaces that will be created. It includes a series of diagrams and charts that illustrate the design objectives and direction.

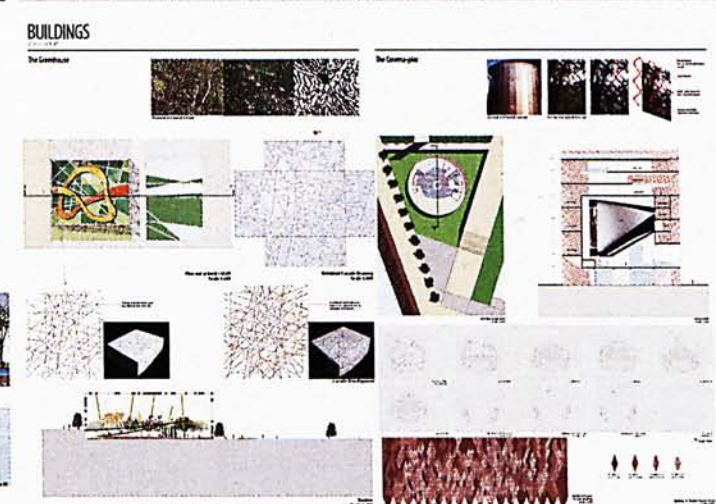
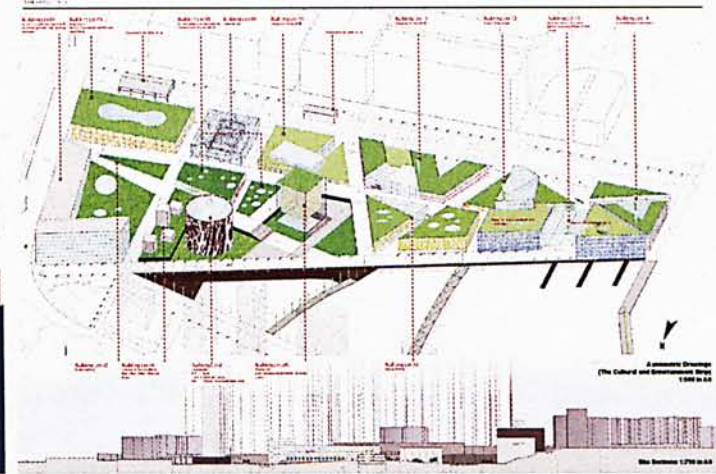
H. Design Objectives / Direction

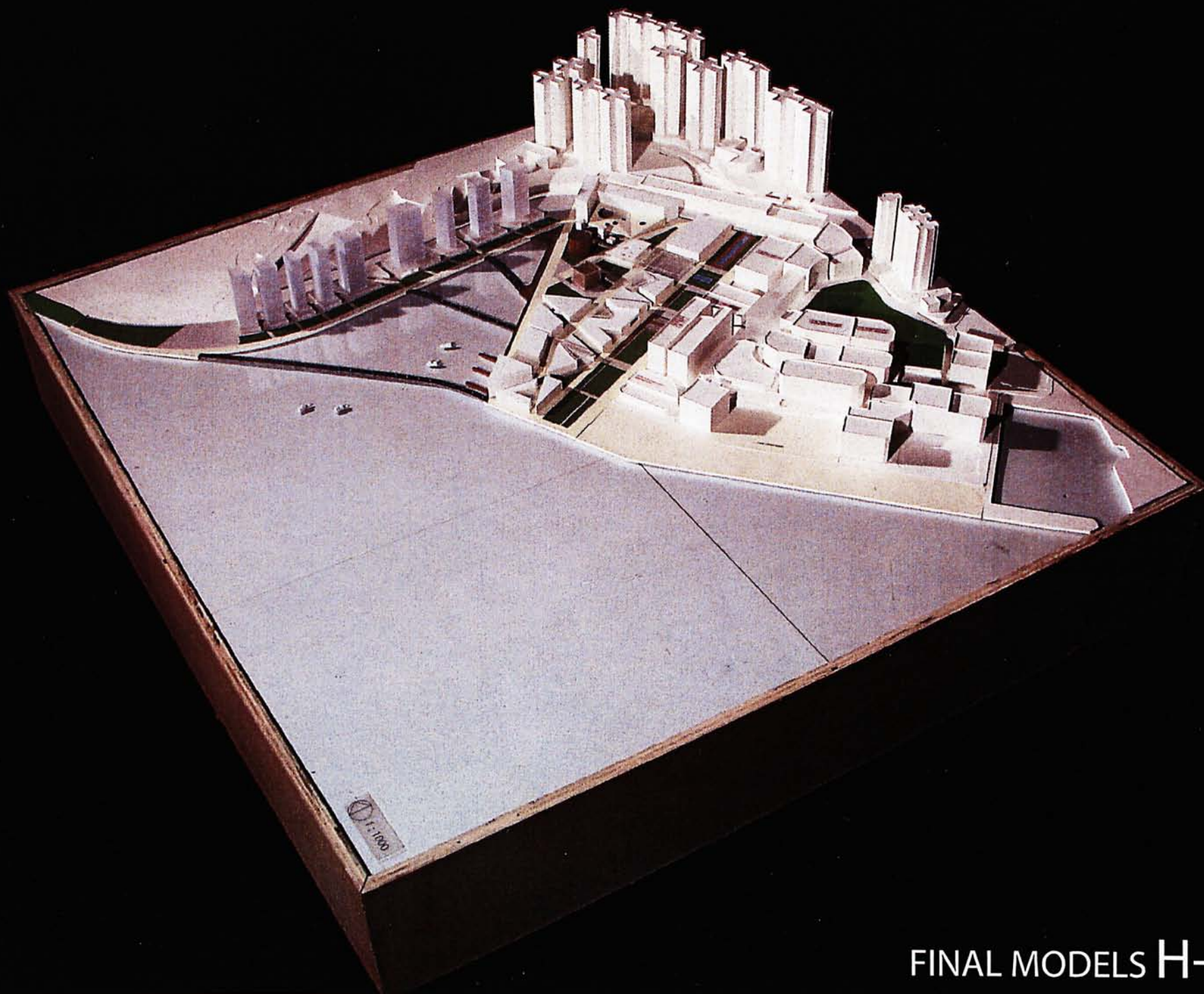
Design Objectives / Direction: This section outlines the design objectives and direction for the project, including the types of buildings and spaces that will be created. It includes a series of diagrams and charts that illustrate the design objectives and direction.

SITE DESIGN

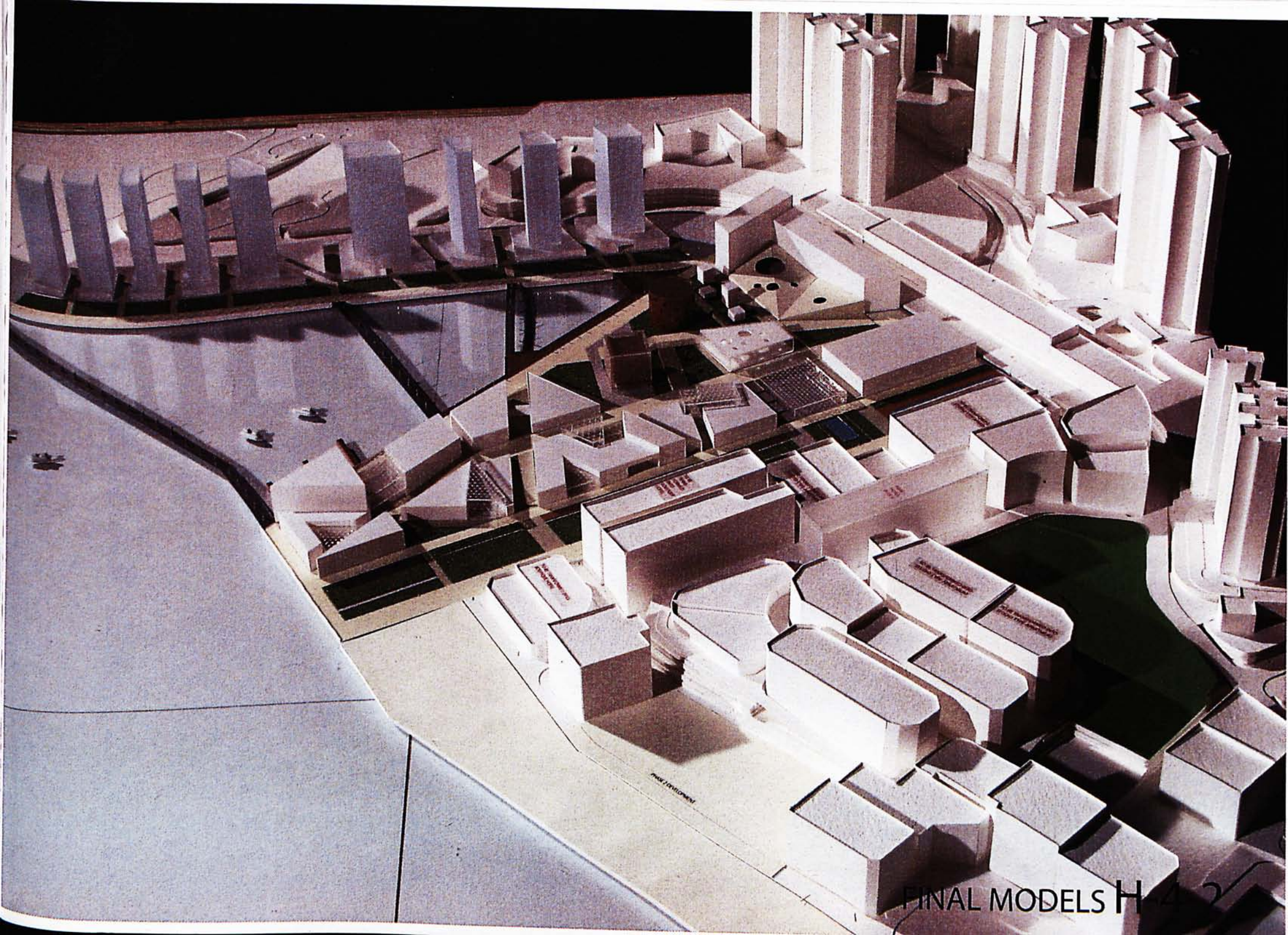


MASSING

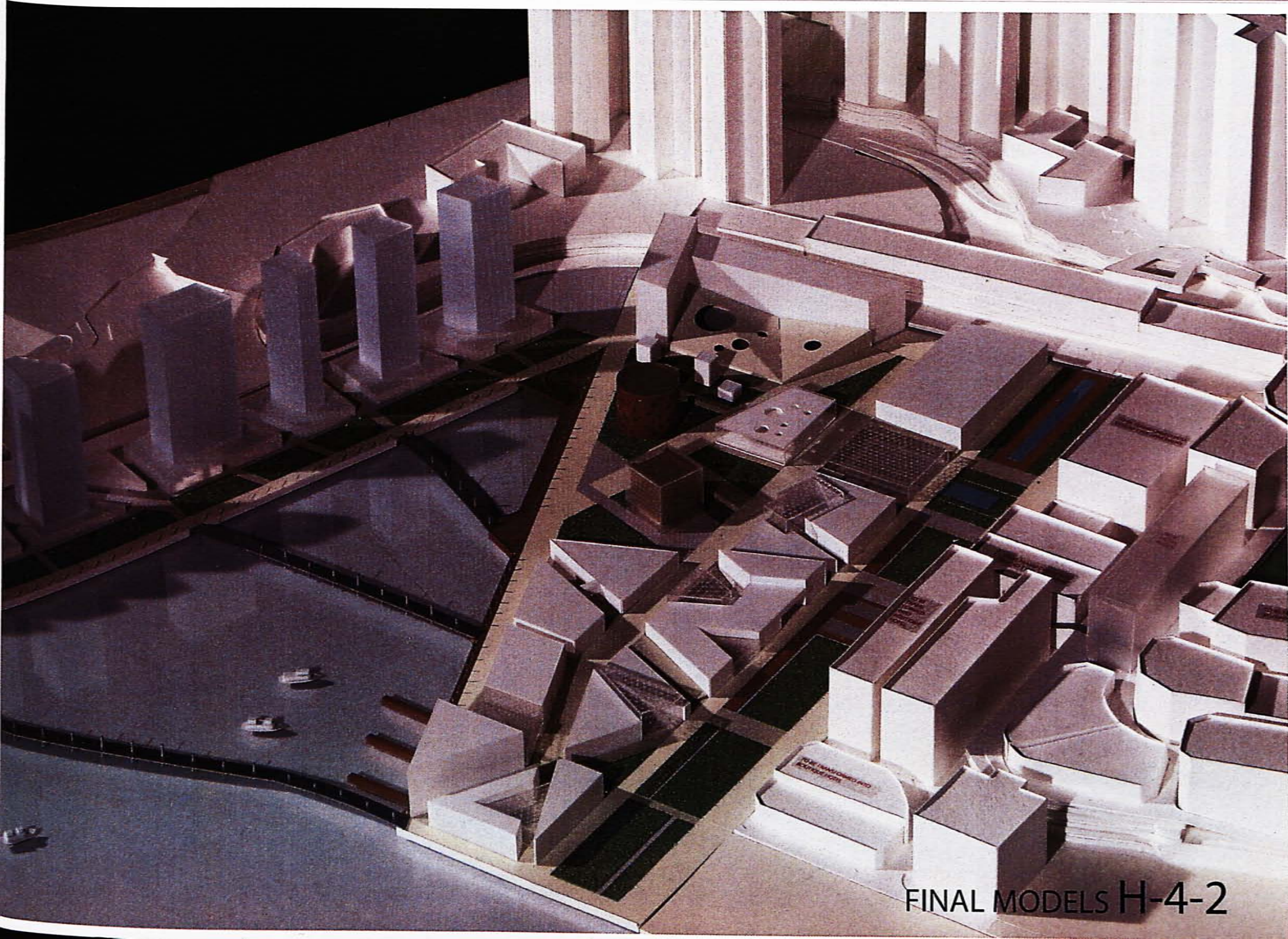




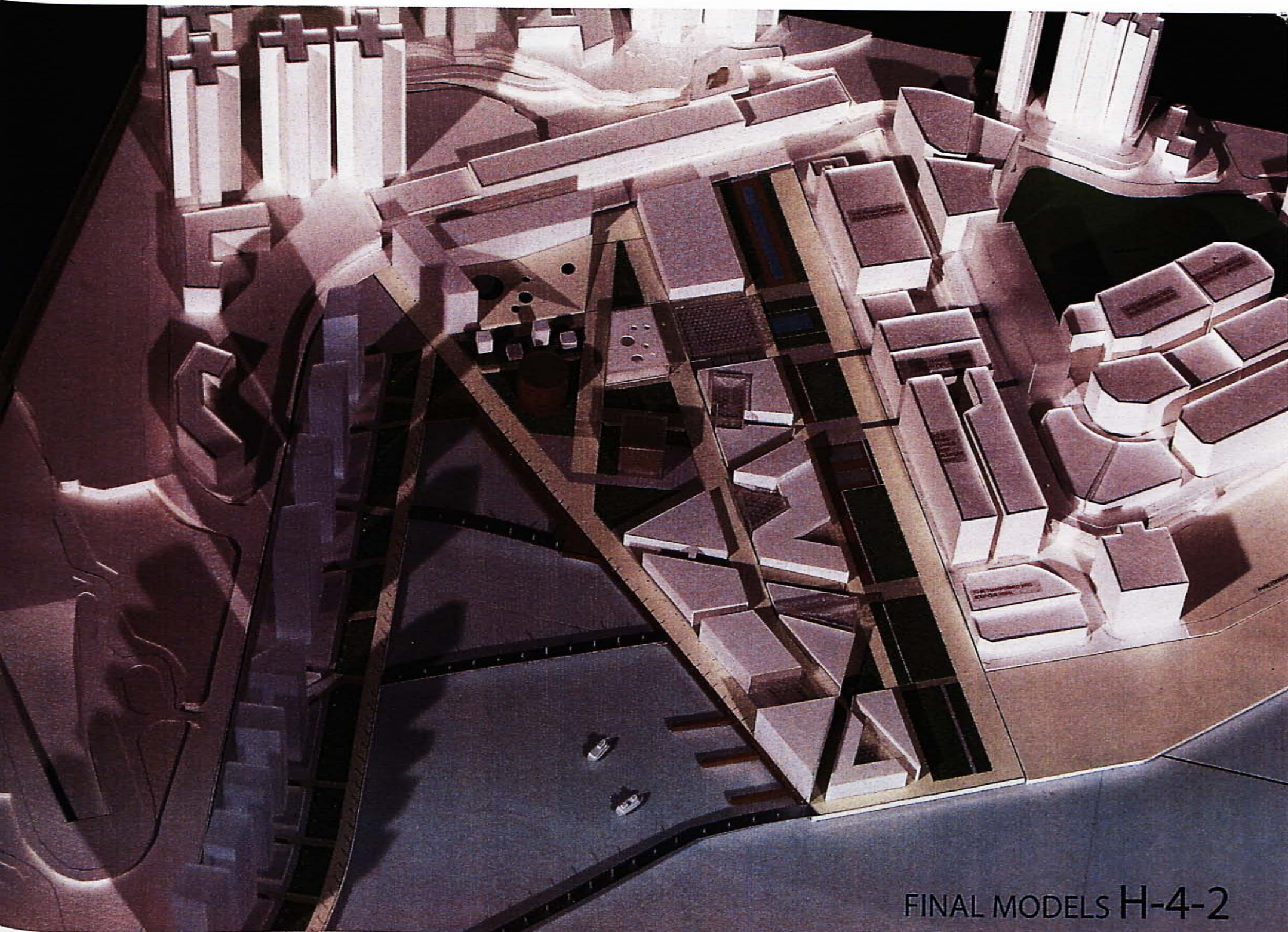
FINAL MODELS H-4-2



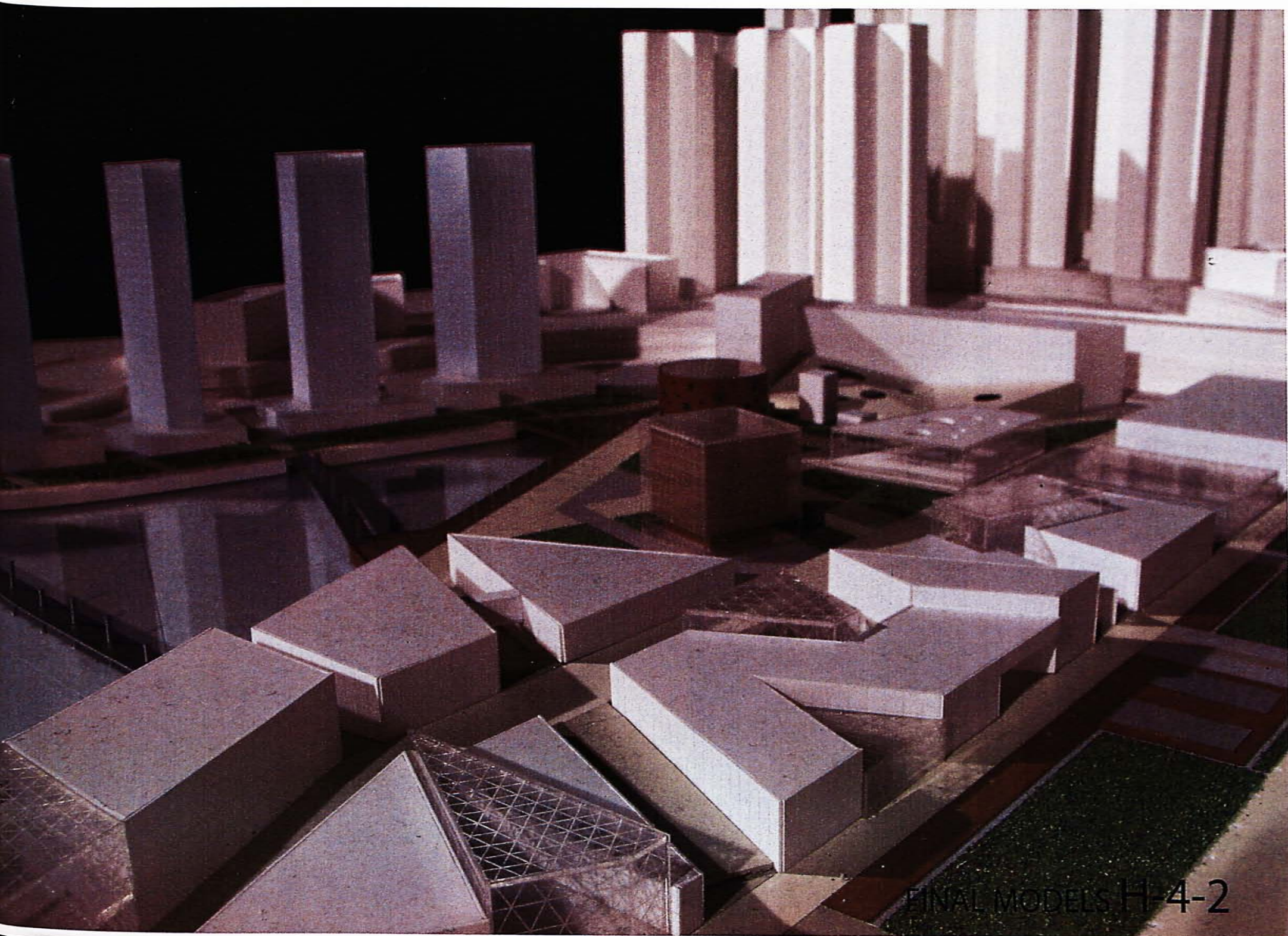
FINAL MODELS H 4 2



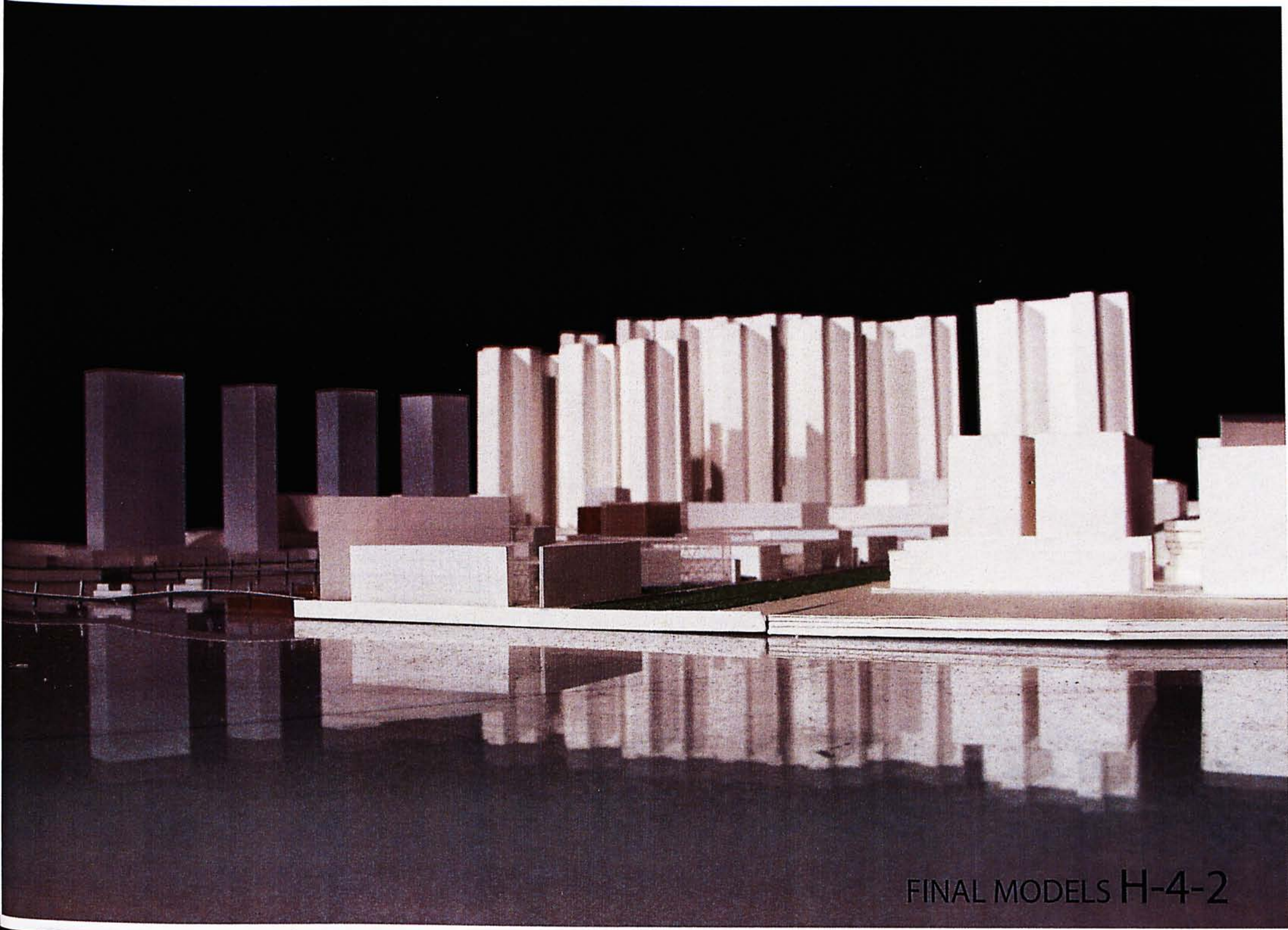
FINAL MODELS H-4-2



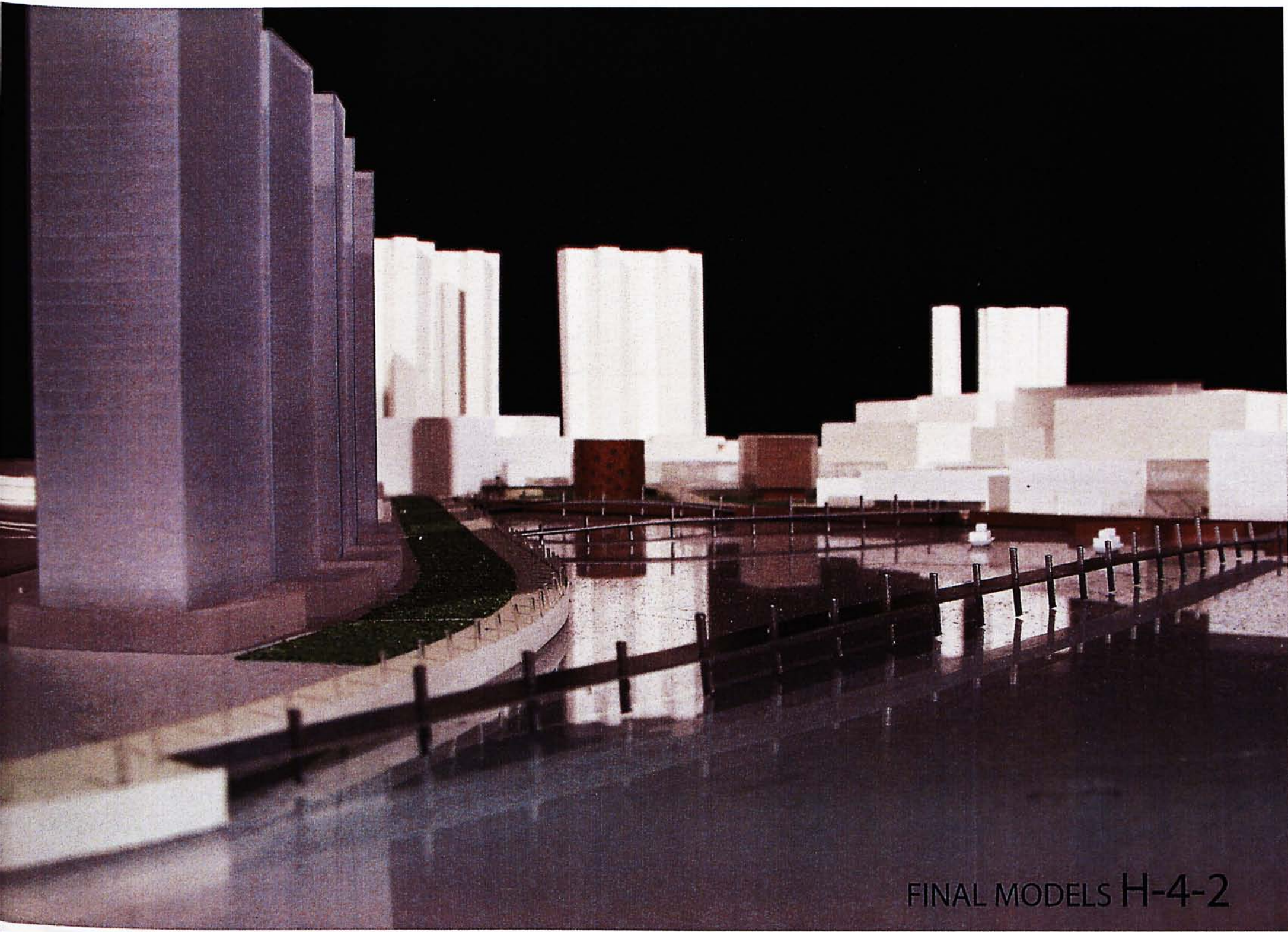
FINAL MODELS H-4-2



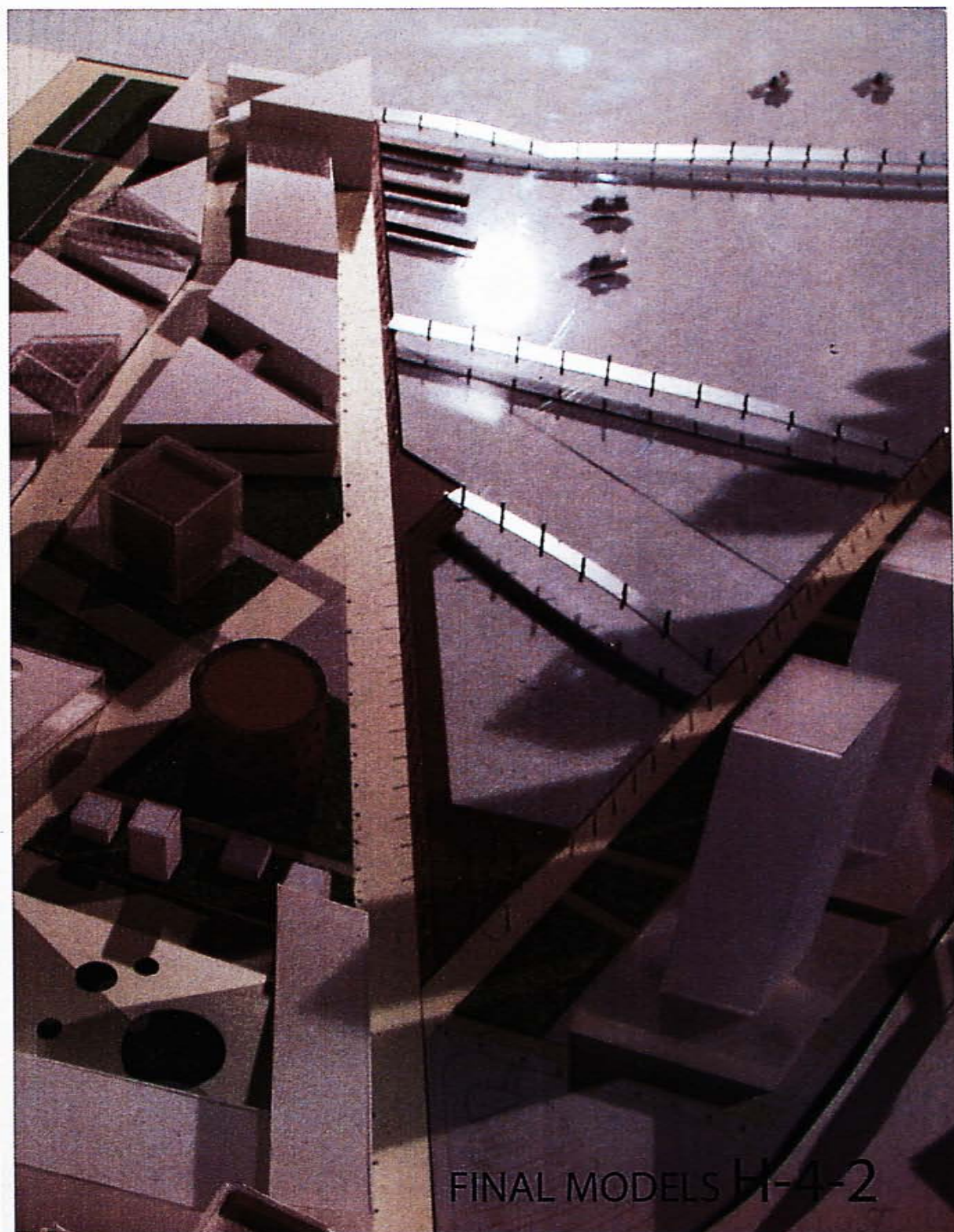
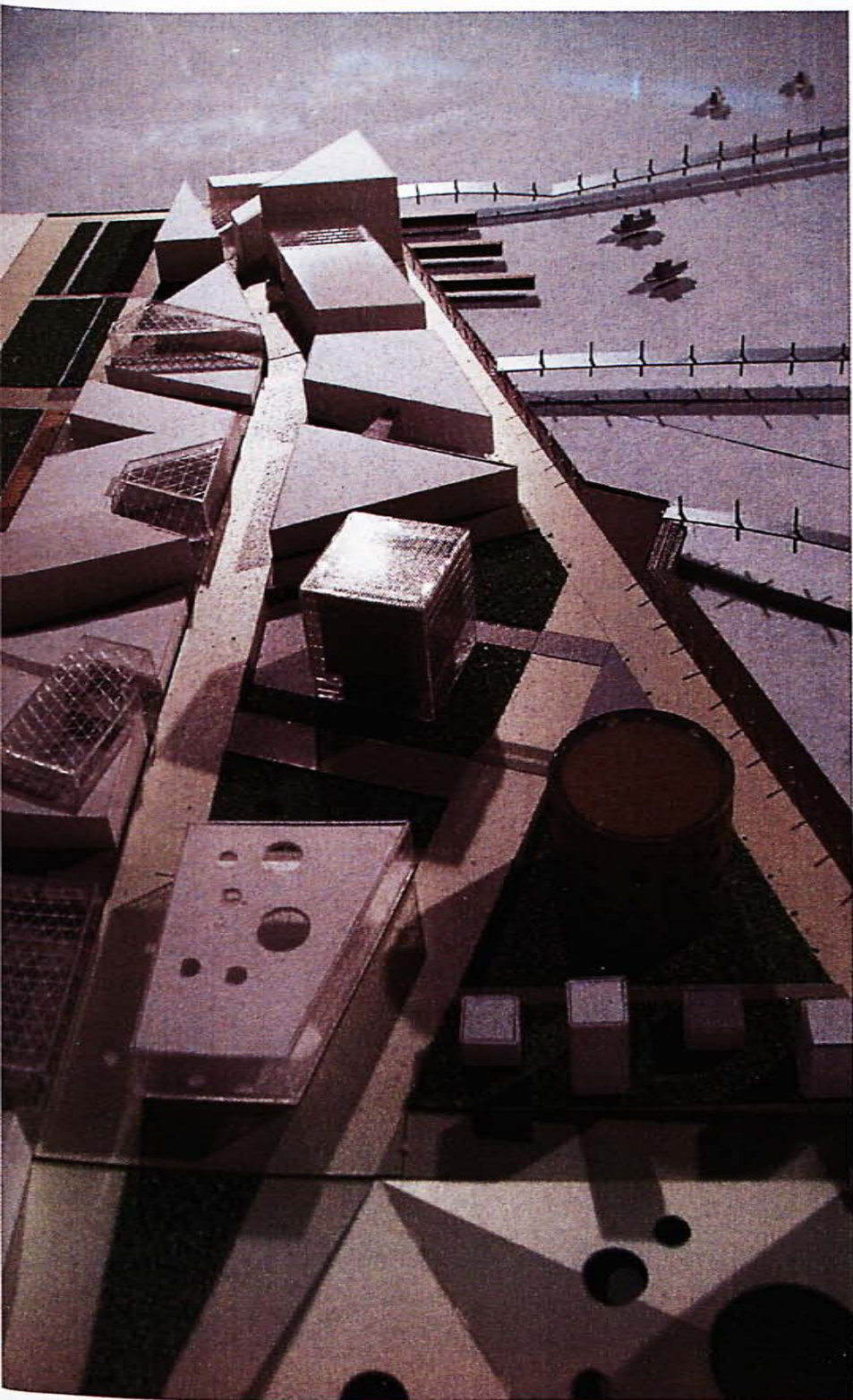
FINAL MODELS H-4-2



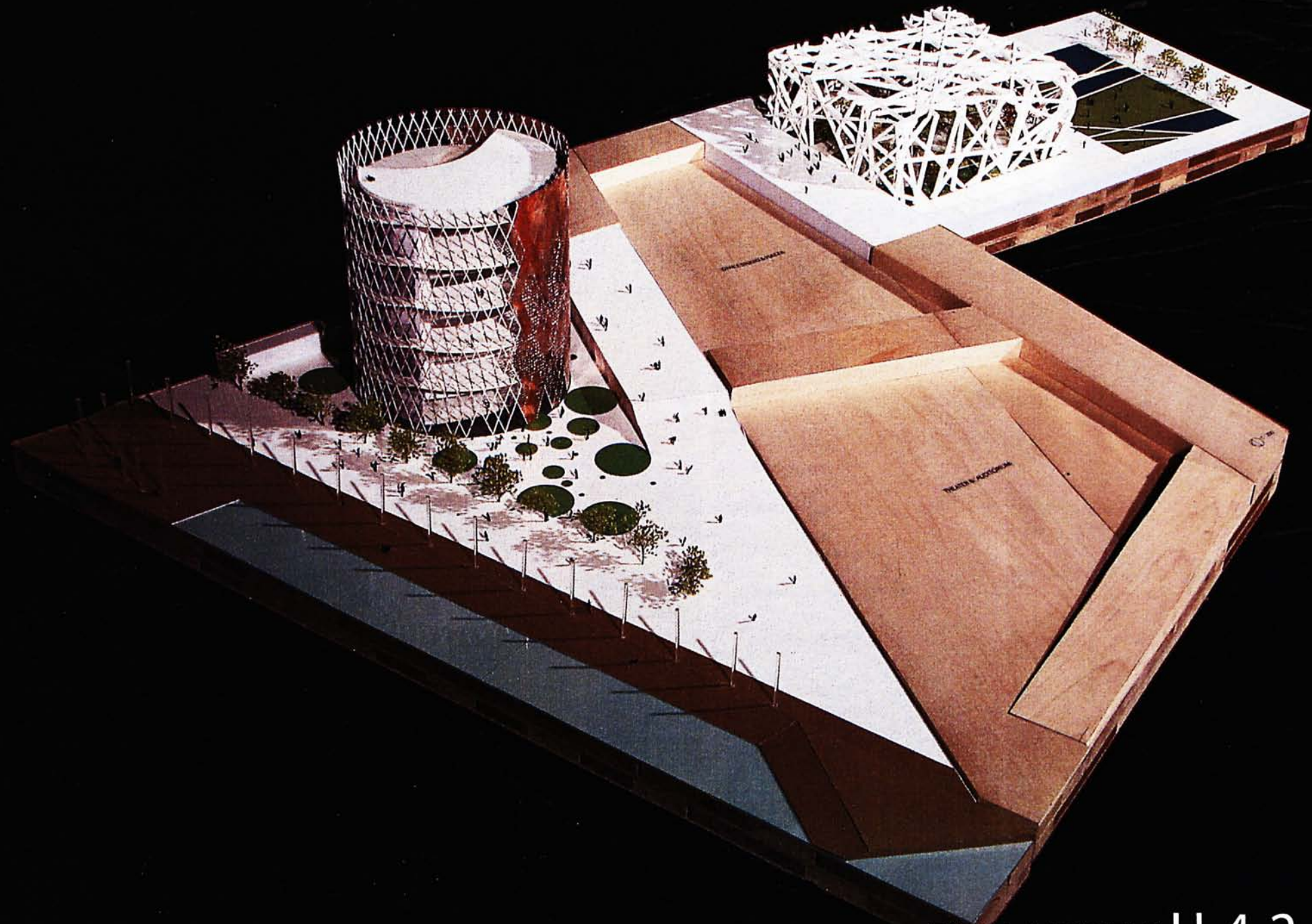
FINAL MODELS H-4-2



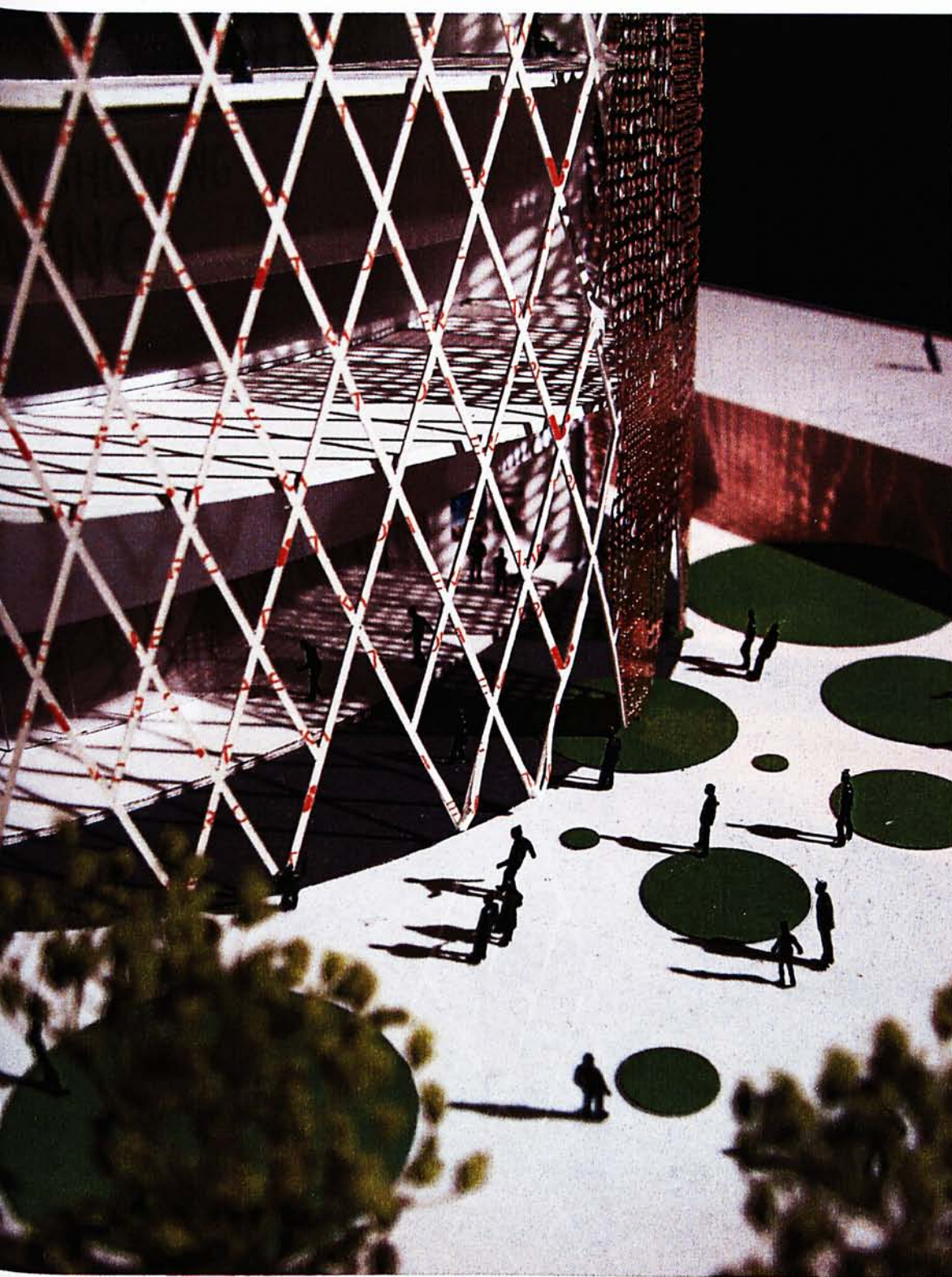
FINAL MODELS H-4-2



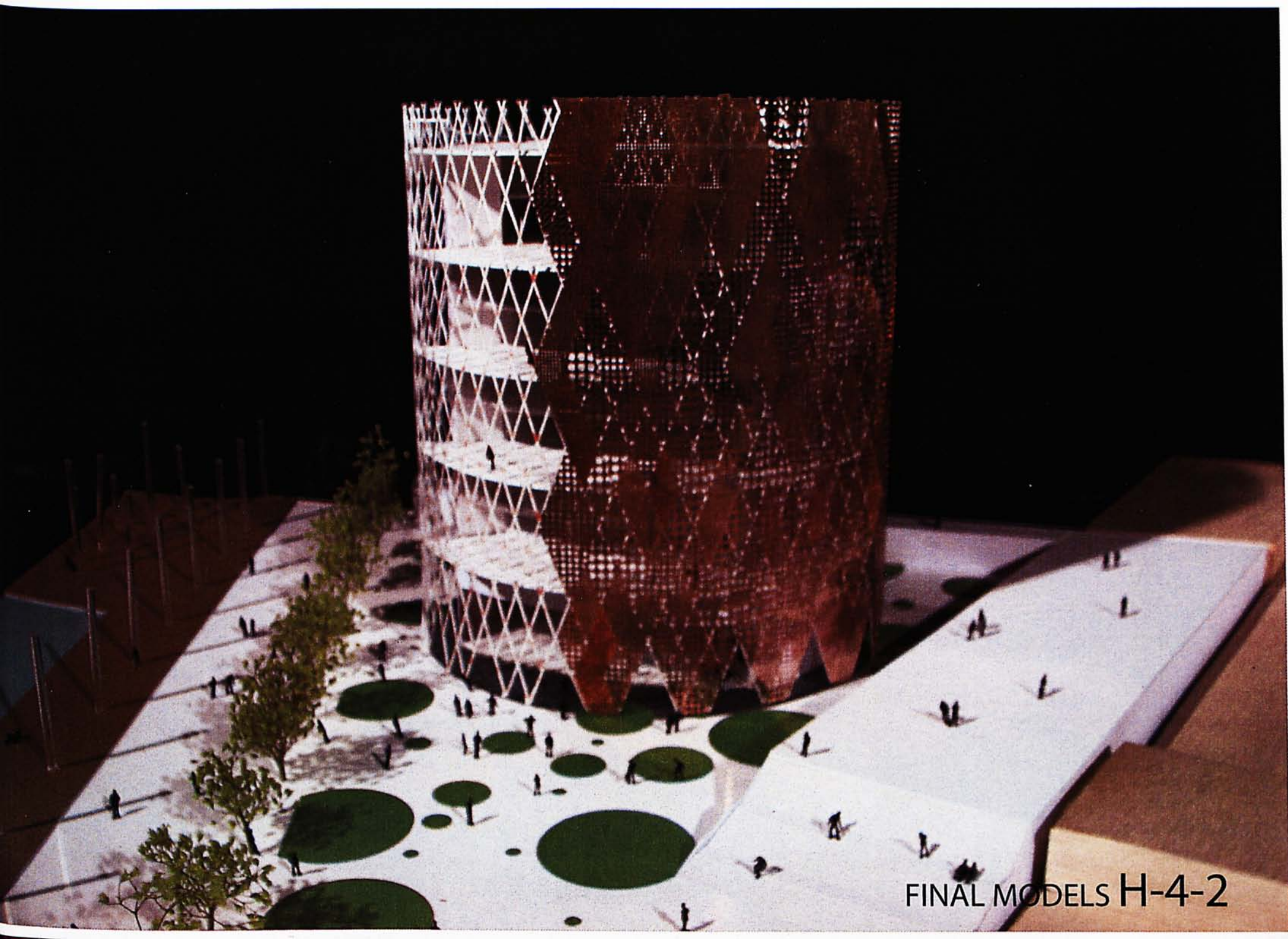
FINAL MODELS H-4-2



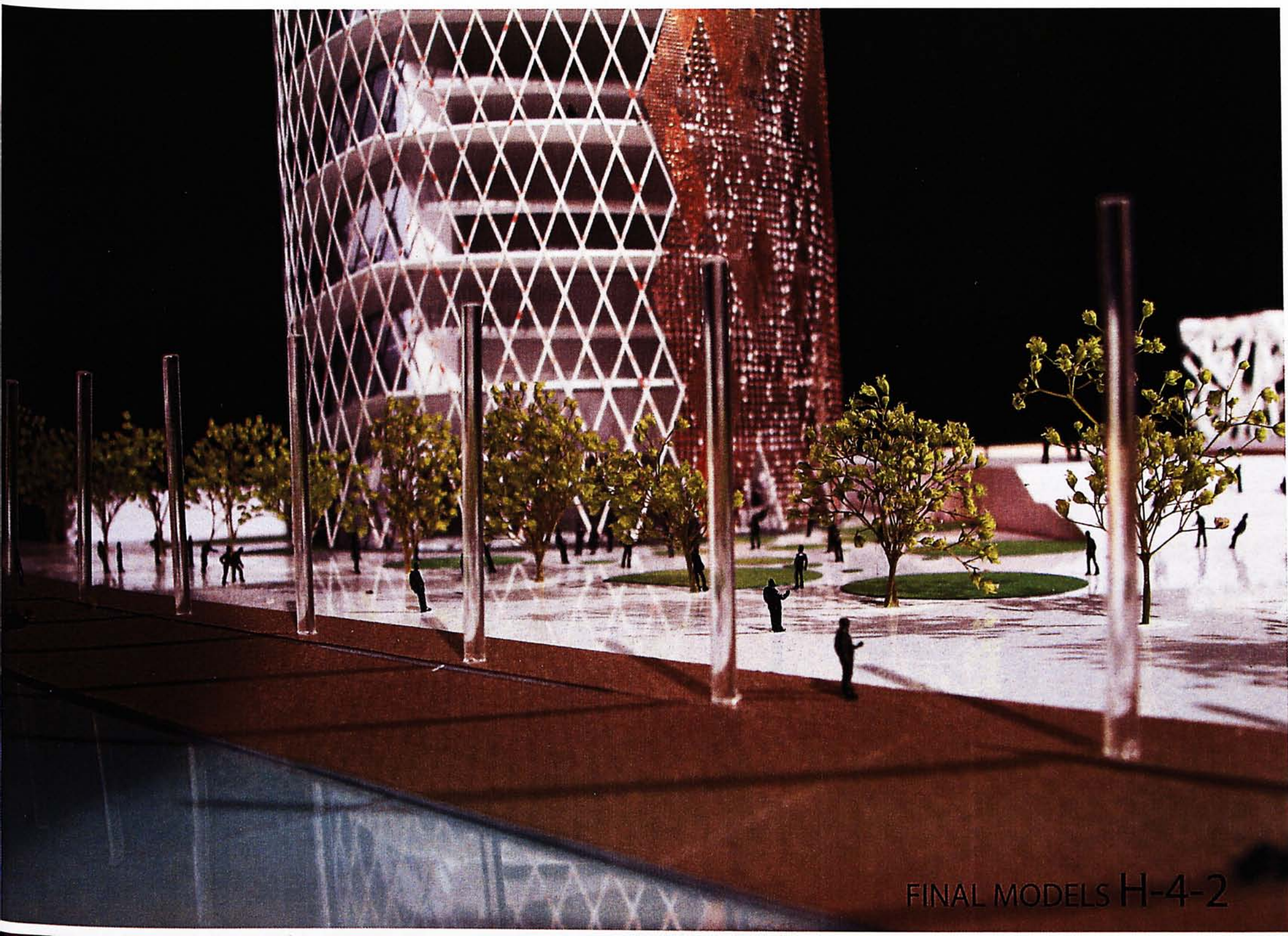
FINAL MODELS H-4-2



FINAL MODELS H-4-2



FINAL MODELS H-4-2

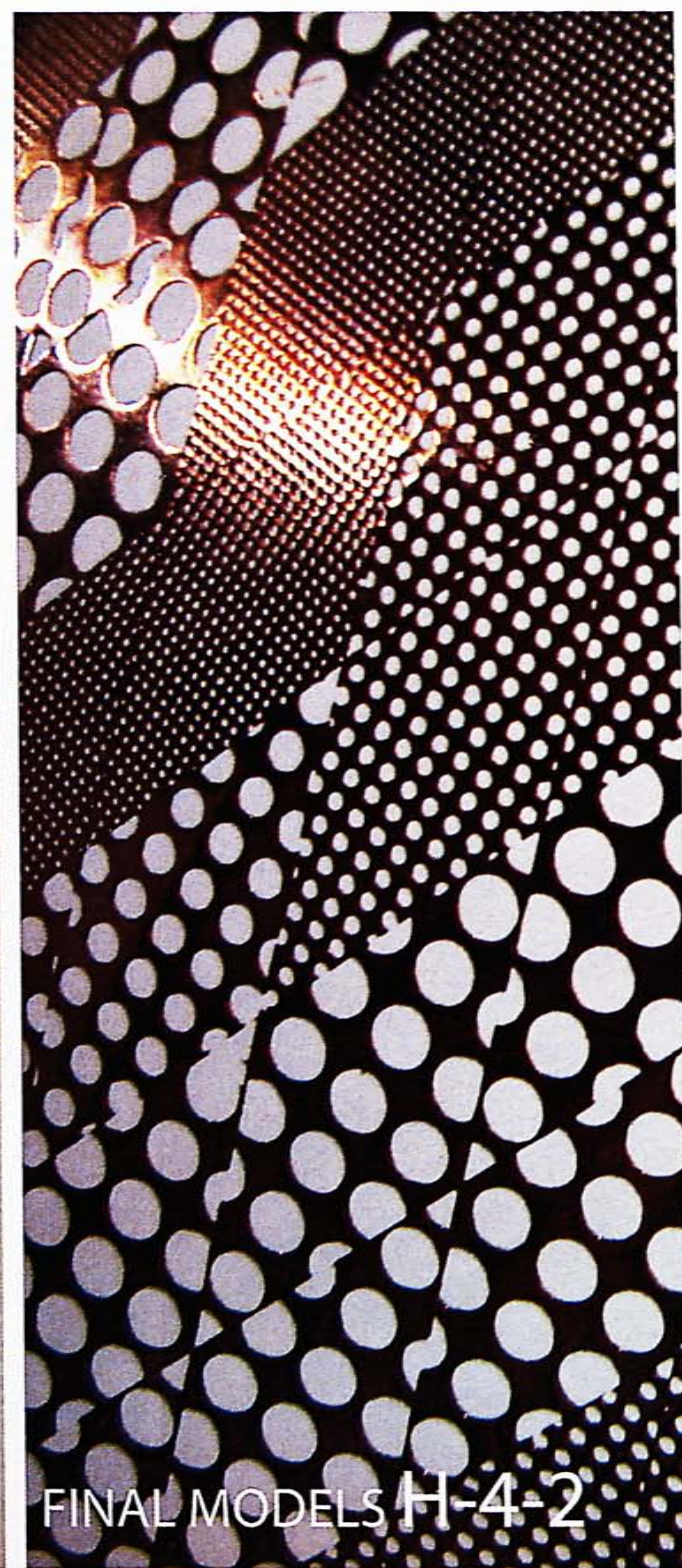
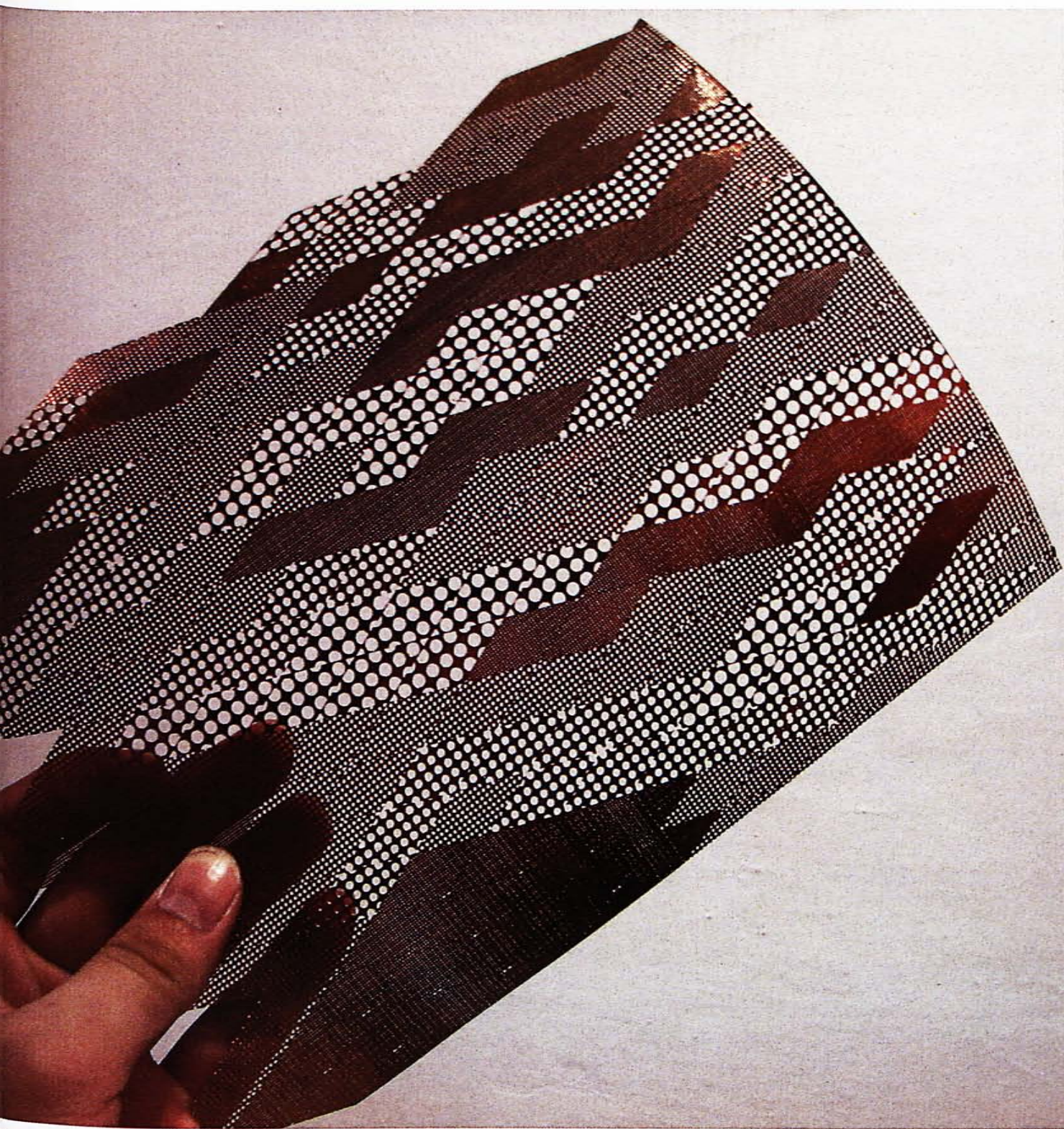


FINAL MODELS H-4-2

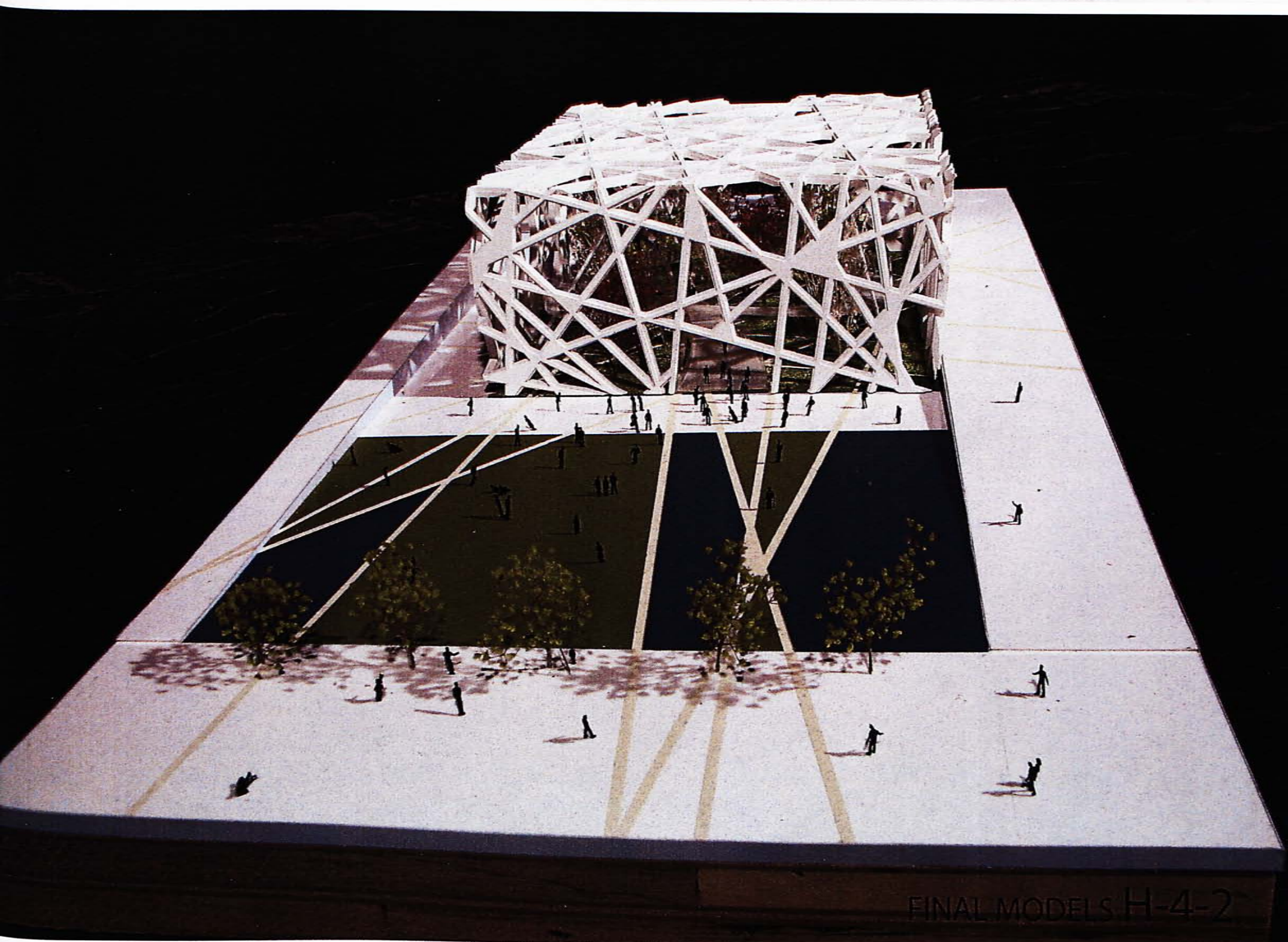


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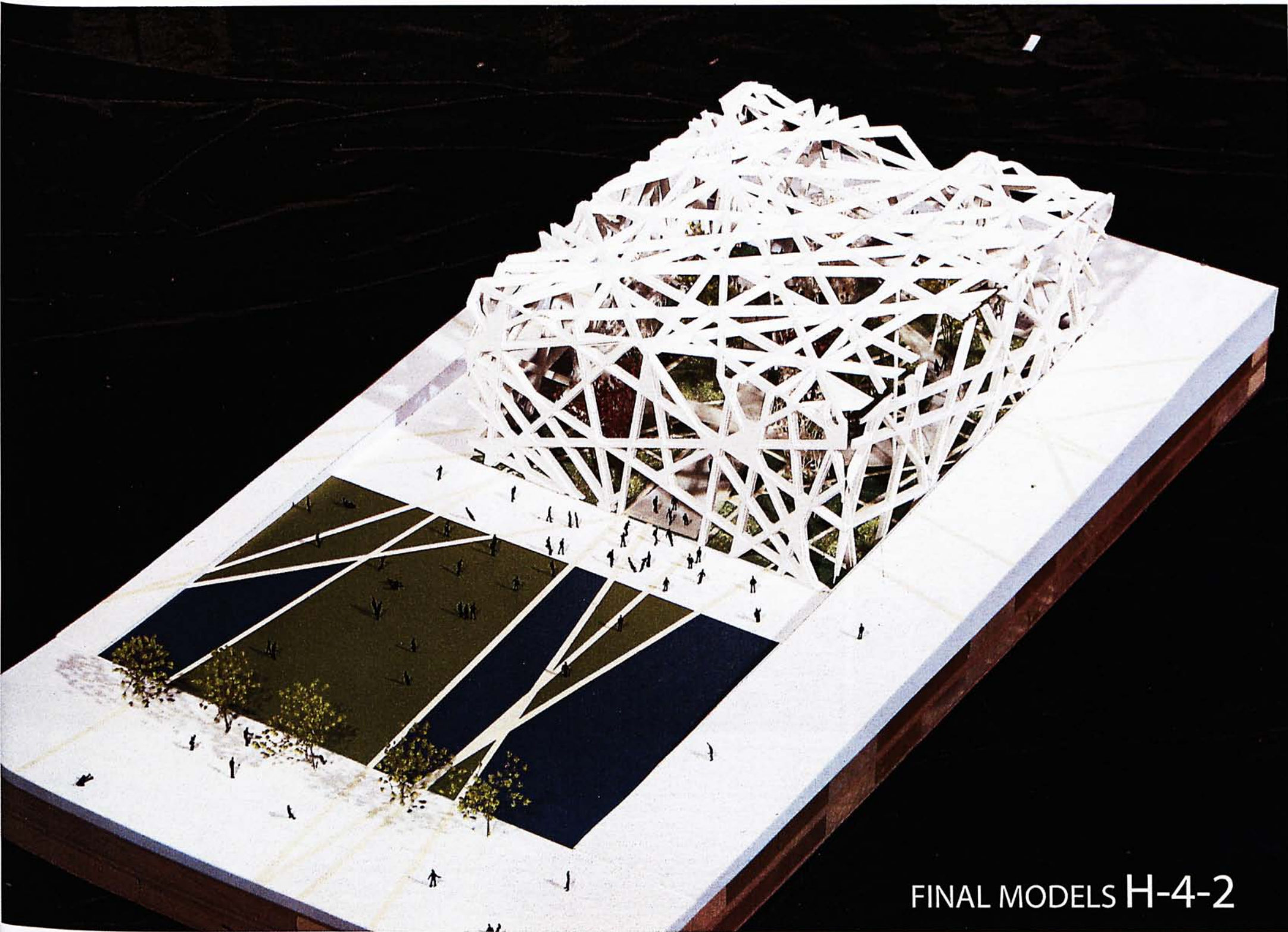




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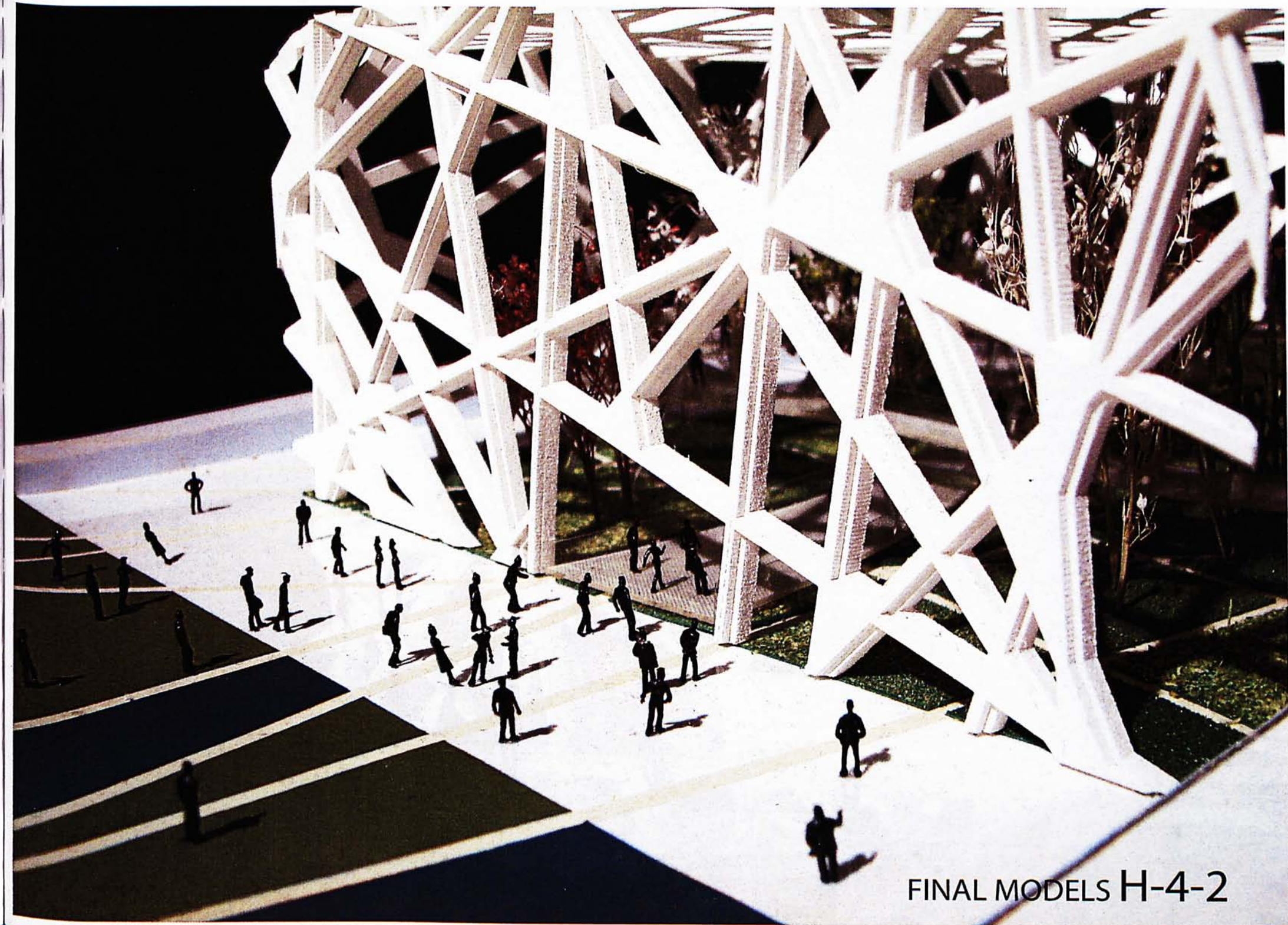
FINAL MODELS H-4-2



FINAL MODELS H-4-2



FINAL MODELS H-4-2



FINAL MODELS H-4-2

I BIBLIOGRAPHY

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References on the theory of Bigness

1. Rem Koolhaas and Bruce Mau, *Small, medium, large, extra-large : Office for Metropolitan Architecture*, New York : Monacelli Press, 1995. p. 496 – 516
2. *Bigness, The Architectural Review*, August, 2002, p. 32 – 33,
3. Charles Jencks, *How Big is Bad?*, *The Architectural Review*, August, 2002, p. 66 – 69
4. *On Bigness, Daidalos*, September 1996
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http://sc.info.gov.hk/gb/www.epd.gov.hk/eia/register/report/eiareport/eia_0732001/P2-Executive%20Summary/P2execsum.htm
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J APPENDIX

J Appendix

J-1 Case Studies

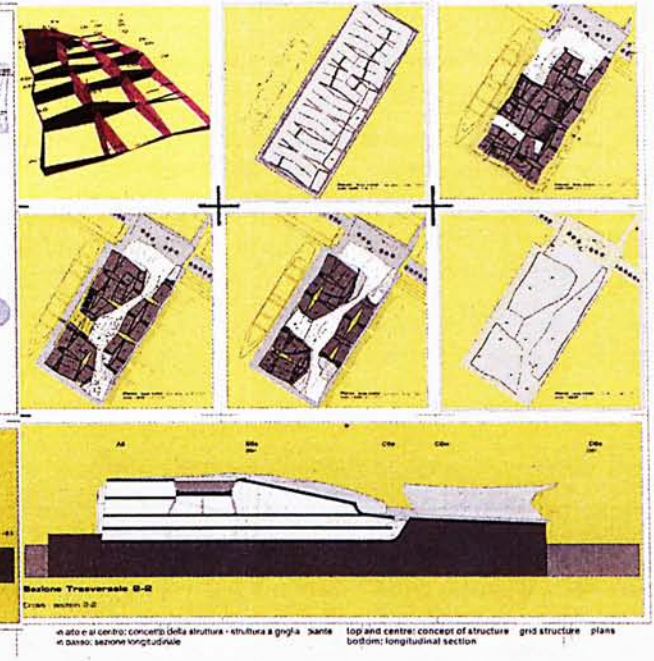
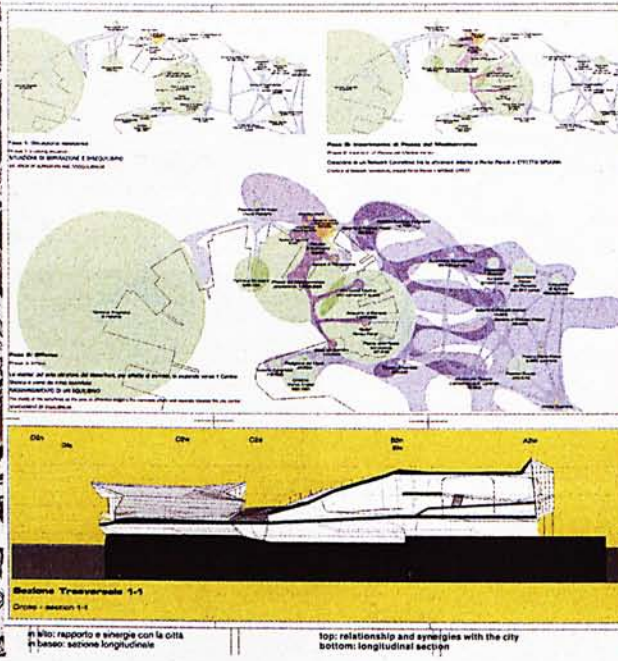
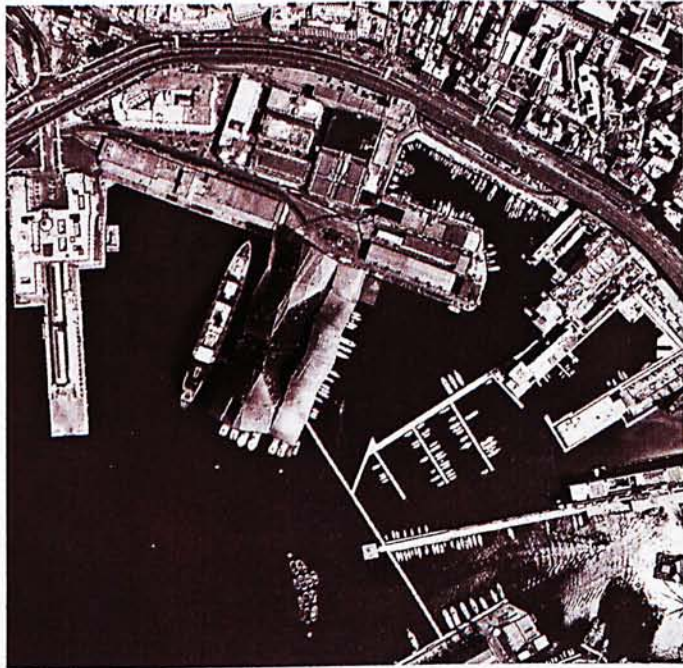
J-1 Design Case Studies

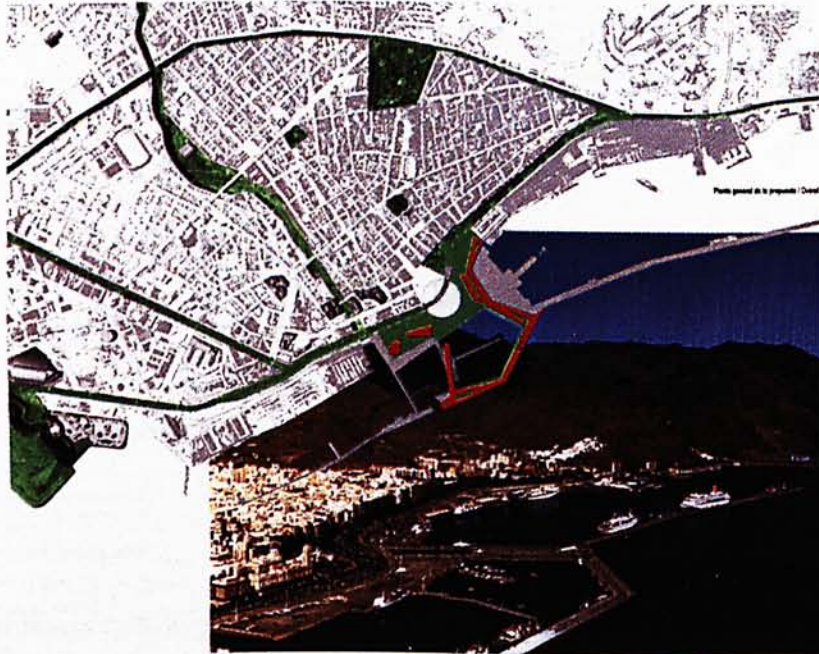
Waterfront Redevelopment Project

- J-1-1 Genova Waterfront redevelopment
- J-1-2 New Link Quai in Santa Cruz de Tenerife
- J-1-3 Barcenola Forum

Civic Square

- J-1-4 Federation Square, Melbourne



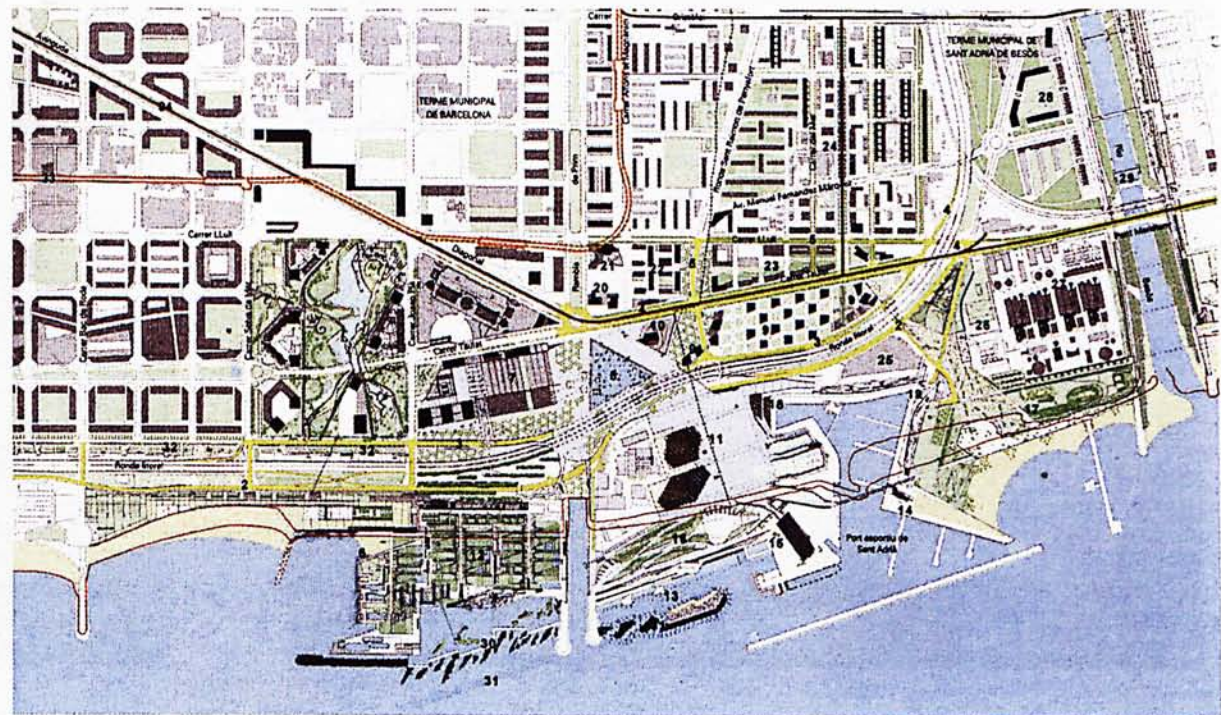


This project is the first prize competition done by Herzog de Meuron for the redevelopment of Santa Cruz de Tenerife.

This project started with the concept to provide a urban linkage from the city center to the waterfront through landscape approach.

The program of the project includes a cruise terminal, retail and some communal facilities are intended to act as an attractor to the whole district.

1. Nueva estación depuradora del Besòs - New Besòs water treatment plant I 2. Infraestructuras viarias laterales, Ronda Litoral lado mar - Service road infrastructure, sea side of the Ronda Litoral motorway I 3. Infraestructuras viarias laterales, Ronda Litoral lado montaña - Service road infrastructure, mountain side of the Ronda Litoral motorway I 4. Infraestructuras viarias calle Taulat / puente Maristany - Road infrastructure, Corner Taulat / Maristany bridge I 5. Infraestructuras viarias barrio Lluís / Taulat - Road infrastructure, Lluís / Taulat district I 6. Infraestructuras plataformas Zoo y playa Nova Marbella - Zoo platform infrastructure and Nova Marbella beach I 7. Centro de Convenciones Internacional de Barcelona CCIIB - Barcelona International Convention Centre (2004) Josep Lluís Mateo I 8. Edificio y plaza del Fórum 2004 - Fórum 2004 building and square: Herzog & DeMeuron I 9. Campus Universitario de Levante - Levante University Campus: Eduard Brú I 10. Hotel plaza Fórum - Hotel Plaza Fórum: Enric Masip I 11. Explanada Fórum y perigola fotovoltaica - Forum esplanade and photovoltaic pergola: José Antonio Martínez Lapoña, Elias Torres I 12. Zoo Marino - Marine Zoo: Joan Forgas, civic architects, AiB; Conxita Balcells, Enric Ruiz Geli I 13. Zona de Baños - Bathing area: Beth Gali, Jaume Benavent I 14. Capitanía, edificio de dirección y club social - Port authority headquarters and social club: Mamen Domingo, Ernest Ferré I 15. Deportes náuticos y subacuáticos - Water sports I 16. Parque litoral SO - SW Coastal Park: FGA, Teresa Gali I 17. Parque litoral NE - NE Coastal Park: Inaki Abalos, Juan Herreros I 18. Puerto Deportivo zona SO - SW Marina: Xavier Casas, Rosa Torres I 19. Puerto Deportivo zona NE - NE Marina: BCG I 20. Edificio de Oficinas - Office building: Lluís Clotet, Ignacio Paricio I 21. Centro de servicios Socio-sanitarios - Health Centre: Lluís Clotet, Ignacio Paricio I 22. Viviendas Lluís / Taulat - Lluís / Taulat dwellings: Fargas, Rovira, TAU - a52, Mercader, Fernández, Coll, Lescier, Bopha; Gustau Gil, Llobet, Serra, FFPV, Actor Arquitectura; Salvadó, Aymerich, Riera de Vil, Jaume Valor I 23. Barrio Lluís / Taulat - Lluís / Taulat district I 24. Renovación barrio de la Mina - Renovation of La Mina: Sebastià Jornet, Carles Upp, Josep Lluís Pastor I 25. Zona hotelera - Hotel area I 26. Ecoparque - Ecopark: Inaki Abalos, Juan Herreros I 27. Parque eléctrico - Electricity Park I 28. La Catalana I 29. Recuperación del cauce del río Besòs (2ª fase) - Reclamation of the bed of the river Besòs (phase II) I 30. Lagunas Morales - Coastal lagoon I 31. Recuperación biotopos marinos - Reclamation of marine biotopes I 32. Parque García Faria - García Faria Park: Pere Joan Ravetllat, Carme Ribas, Marina Plans, Jordi Castello I 33. Metro L4 - L4 Metro I 34. Transia Diagonal - Diagonal tramway





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